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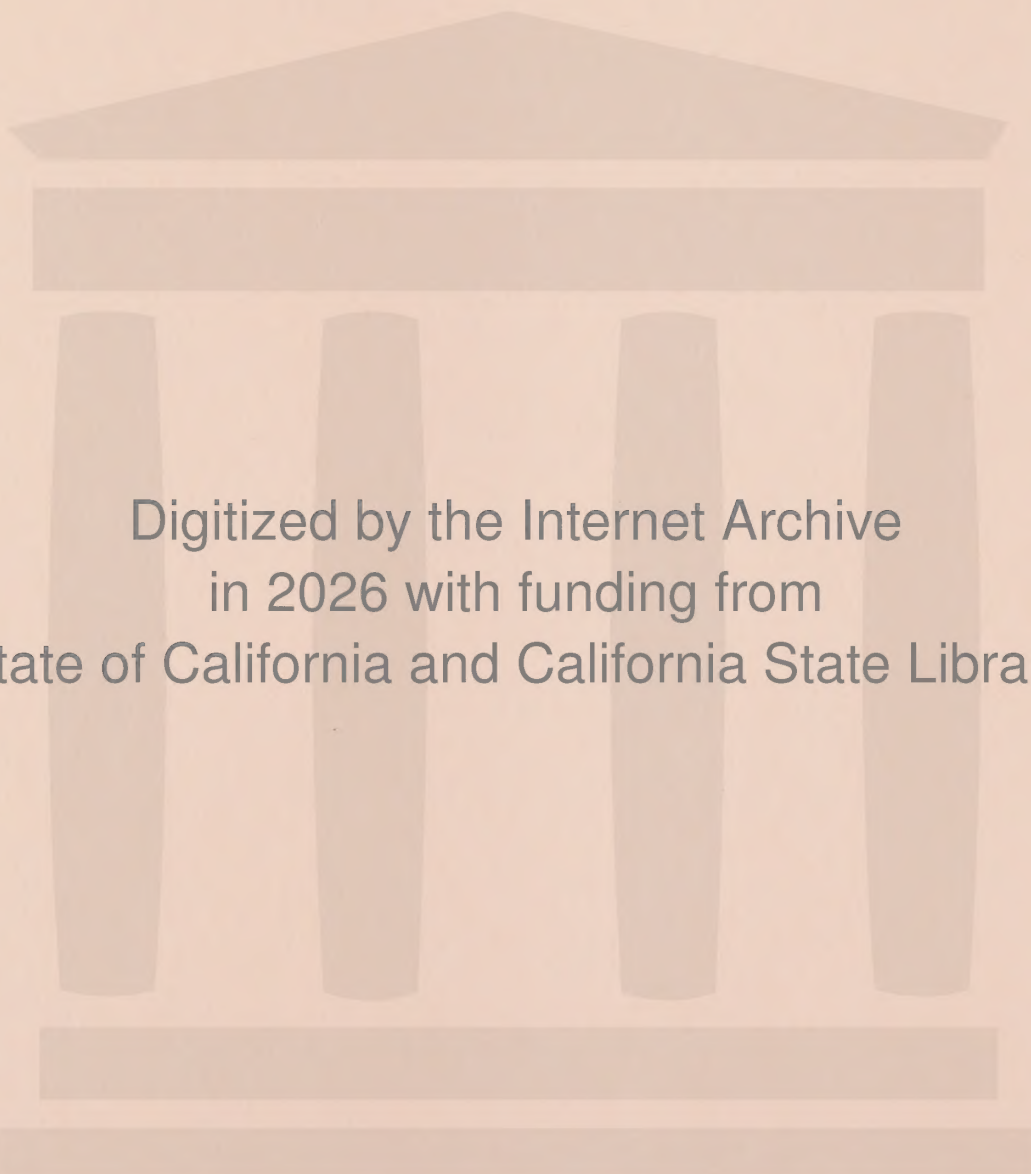
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UNIVERSITY OF CALIFORNIA

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TABLE OF CONTENTS

VOLUME 1: GENERAL PLAN TEXT AND POLICIES

	<u>PAGE</u>
1.0 BACKGROUND	1
1.1 Introduction	1
1.2 Development History Of Dublin	1
1.3 Nature Of The General Plan	2
1.4 Primary Planning Area and Extended Planning Area	2
1.5 Public Participation	5
1.6 Report Organization	5
1.7 Subregional Development Projections	6
1.8 General Plan Map	6
1.8.1 Land Use Classification	6
2.0 LAND USE AND CIRCULATION: LAND USE ELEMENT	16
2.1 Residential Land Use	18
2.1.1 Housing Availability	18
2.1.2 Neighborhood Diversity	19
2.1.3 Residential Compatibility	19
2.1.4 Extended Planning Area	20
2.1.5 West Dublin BART and Downtown Core Specific Plan Areas	21
2.2 Commercial and Industrial Land Use	21
2.2.1 Downtown Dublin	21
2.2.2 Automobile Dealerships	22
2.2.3 Neighborhood Shopping Centers	22
2.2.4 Eastern Extended Planning Area	23
2.2.5 Application to the Same Property within the City of Dublin of Both the Retail/Office and Medium-High Density Residential Designations as Defined in the Dublin General Plan	23
3.0 LAND USE AND CIRCULATION: PARKS AND OPEN SPACE ELEMENT	29
3.1 Open Space For Preservation Of Natural Resources and For Public Health and Safety	29
3.2 Agricultural Open Space	30
3.3 Open Space For Outdoor Recreation	31
4.0 LAND USE AND CIRCULATION: SCHOOLS, PUBLIC LANDS AND UTILITIES ELEMENT	34
4.1 Public Schools	34
4.2 Public Lands	35
4.3 Solid Waste	35
4.4 Sewage Treatment and Disposal	36
4.5 Water Supply	36
4.6 Alameda County Hazardous Waste Management Plan	37

5.0	LAND USE AND CIRCULATION: CIRCULATION AND SCENIC HIGHWAYS ELEMENT	39
5.1	Roadways	39
5.1.1	Roadway Standards.....	39
5.1.2	Freeway Access.....	47
5.2	Transit	47
5.3	Southern Pacific Railroad Transportation Corridor.....	48
5.4	Bikeways	48
5.5	Truck Routes	49
5.6	Scenic Highways	49
5.7	Financing Road Improvements	49
6.0	HOUSING ELEMENT (a separate document)	56
7.0	ENVIRONMENTAL RESOURCES MANAGEMENT: CONSERVATION ELEMENT	57
7.1	Stream Corridors and Riparian Vegetation	58
7.2	Erosion and Siltation Control.....	59
7.3	Oak Woodlands.....	60
7.4	Air Quality.....	60
7.5	Agricultural Lands.....	60
7.6	Archaeologic and Historic Resources	61
7.7	Open Space Maintenance/Management	61
8.0	ENVIRONMENTAL RESOURCES MANAGEMENT: SEISMIC SAFETY AND SAFETY ELEMENT	63
8.1	Seismic Safety	63
8.1.1	Structural and Grading Requirements.....	63
8.1.2	Required Geotechnical Analyses	64
8.1.3	Existing Structures	65
8.1.4	Data Review and Collection	65
8.1.5	Earthquake Response Plan.....	65
8.2	Safety	65
8.2.1	Emergency Preparedness Guiding Policy.....	65
8.2.2	Fire Hazard and Fire Protection	65
8.2.3	Flooding	66
8.2.4	Hazardous Materials	67
9.0	ENVIRONMENTAL RESOURCES MANAGEMENT: NOISE ELEMENT.....	70
	APPENDIX A: General Plan Amendments (1985 through 2002)	75

**VOLUME 2: TECHNICAL SUPPLEMENT / DRAFT ENVIRONMENTAL IMPACT
REPORT: FEBRUARY 1984 (A SEPARATE DOCUMENT)**

LIST OF FIGURES

1-1a	General Plan Land Use Map.....	13
1-2	Extended Planning Area Land Use Map	14
1-4	Development Elevation Cap, Eastern Extended Planning Area	15
2-1	Sites for Housing Developments.....	25
2-2	Development Potential.....	26
2-3	Downtown Intensification Area.....	27
2-4	Development Potential - Western Extended Planning Area	28
3-1	Parks and Open Space.....	33
5-1a	West and Central Dublin 1996 Existing and 2010 Daily Projected Traffic Volumes	50
5-1b	East Dublin Existing and 2010 Projected Traffic Volumes.....	51
5-2a	West and Central Dublin Transit Map.....	52
5-2b	East Dublin Transit Map.....	53
5-3a	West and Central Dublin Bicycle Circulation System.....	54
5-3b	East Dublin Bicycle Circulation System	55
8-1	Geologic Hazards and Constraints	68
8-2	Potential Flooding Map	69
9-1	Existing Noise Exposure Contours	73
9-2	2005 Projected Noise Exposure Contours.....	74

LIST OF TABLES

1.1	Community Facilities.....	12
2.1	Land Use Summary: Eastern Dublin General Plan Amendment Area.....	17
2.2	Schaefer Ranch Project Land Use and Housing Characteristics.....	18
2.3	Potential Housing Units & Population - Primary Planning Area.....	19
2.4	Potential Residential Sites - Primary Planning Area	24
9.1	Land Use Compatibility for Community Noise Environments Community Noise Exposure (dB)	72

CHAPTER 1

BACKGROUND

1.1 INTRODUCTION

The Dublin General Plan consists of the text and plan maps in Volume 1: City of Dublin General Plan: Plan Policies and Volume 2: Technical Supplement. The reader who wants to determine consistency of a proposed project with the General Plan should begin by consulting Volume 1. Volume 2 contains background information on the issues that resulted in the plan policies. Volume 2 is also the Draft Environmental Impact Report for the General Plan and is a part of the certified EIR for the General Plan.

The City of Dublin General Plan Housing Element was updated June 1990, and is contained in a separate document.

Policies for the Extended Planning Areas are being formulated through general plan amendment and specific plan studies currently underway for the Western and Eastern Extended Planning Areas. These documents are expected to be completed in 1992. As of July 1992, a General Plan Amendment and Specific Plan were adopted for the Western Extended Planning Area and are available from the City Planning Department.

The text and plan maps adopted by the City Council in this General Plan constitute a guide for the day to day physical development decisions that shape the social, economic, and environmental character of the city and its extended planning area. State Law requires Dublin to adopt a General Plan within 30 months from the time it commenced operation as a city on February 1, 1982. The law (Government Code 65300) directs each jurisdiction to include "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Consequently, the Dublin Planning Area, including the Extended Planning Area, covers 24.9 square miles, 9 square miles of which are currently in the City.

1.2 DEVELOPMENT HISTORY OF DUBLIN

Most of the land in Dublin and San Ramon was granted in 1835 to Jose Maria Amador, one of the area's earliest settlers. In the 1850's, Amador sold portions of his 16,100-acre holding to James Dougherty, Michael Murray, and Jeremiah Fallon, forming a hamlet that grew slowly during most of the next century.

During World War II, the Navy built Camp Parks Military Reservation to house 10,000 servicemen. The TriValley had few tract homes or commuters until 1960 when the Volk-McLain Company began work on San Ramon Village building several thousand moderately-priced homes advertised as "city close; country quiet." Urban services were provided by annexation of San Ramon Village to what is now the Dublin San Ramon Services District (DSRSD). By 1970, four-fifths of Dublin's present homes were complete .

In 1967, an effort to incorporate Dublin was denied by the Alameda County Local Agency Formation Commission (LAFCO) as contrary to County policy supporting only one city in the west valley. A subsequent referendum on annexation of Dublin to Pleasanton failed in Dublin. Before the 1981 incorporation election was held, consideration was given to detaching Dublin from DSRSD and making it a "full-service" city, but keeping the existing arrangement was simpler and the "full-service" choice did not appear on the ballot. In November 1981, 75 percent of the votes cast were for incorporation. •

1.3 NATURE OF THE GENERAL PLAN

The General Plan provides a policy framework for development decisions. It has three functions:

1. To enable the City Planning Commission and City Council to reach agreement on long-range development policies.
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies.
3. To allow other public agencies and private developers to design projects that are consistent with City policies or to seek changes in those policies through the General Plan amendment process.

The plan must be

Long-range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. In order to create a useful context for development decisions, the plan must look at least 20 years ahead.

Comprehensive: It must coordinate all major components of the community's physical development. The relationship between land use intensity and traffic is the most obvious.

General: Because it is long-range and comprehensive, the plan must be general. Neither time nor knowledge exist to make it detailed or specific. The plan's purpose is to serve as a framework for detailed public and private development proposals.

The General Plan may be amended as often as four times each year (Government Code, Section 65358) and should be revised at least every five years.

1.4 PRIMARY PLANNING AREA AND EXTENDED PLANNING AREAS

The General Plan includes site-specific policies for the area within the 1982 City boundaries and for the developable land immediately to the west (the primary planning area).

The extended planning area has two components. The Eastern Extended Planning Area is located east of Dublin's built-up area while the Western Extended Planning Area is located along the north side of I-580, to the west of existing development in Dublin. The City of Dublin has established guiding policies for the Eastern Extended Planning Area because it "bear(s) relation to its planning," regardless of when or whether portions are annexed to the City. With the city limits of San Ramon and Pleasanton to the north and south, the Extended Planning Areas represent the City's only remaining options for significant future growth.

EASTERN EXTENDED PLANNING AREA

The eastern planning area represents the largest remaining area available for future development in Dublin. The approximately 4200-acre area east of Camp Parks will permit the eventual expansion of urban development in order to accommodate the healthy growth of the community. Separated as it is from the main portion of Dublin by Camp Parks, the Eastern Extended Planning Area represents a unique opportunity and challenge to plan a distinctive, well-balanced community that complements the existing city. The extension of Dublin Boulevard will be the physical link that connects

the eastern planning area with the rest of Dublin, but the variety of development projected for eastern Dublin is seen as an opportunity to enhance the residential, employment, retail, recreation, and cultural character of the entire city.

It is the intent of the City of Dublin to ensure the responsible and environmentally sensitive development of the eastern planning area from both a local and a regional perspective. On the local level, development will be required to respond to community needs for housing, employment, and leisure opportunities and to the natural constraints of the area. Visually sensitive ridgelines and biologically sensitive habitat areas will be protected and incorporated into an open space system that will preserve the key elements of the area's physical character. Development intensities will be higher in the more level areas in the valley, with lower densities in the hill areas. Hillside grading will be carefully regulated to discourage major alteration of distinctive hill forms. Commercial and employment-generating uses will be located near the freeway and transit lines to facilitate efficient transportation.

The City encourages a balance of employment and housing opportunities in the area in terms of both quantity and economic characteristics in order to reduce the import or export of labor that results in increased traffic congestion and air pollution. Development patterns will be encouraged that support the use of transit, both on a local and regional level.

The General Plan includes policies that are specifically geared to the unique qualities and opportunities of this section of the City. However, a Specific Plan(s) will be required before any development is approved in the Eastern Extended Planning Area. The Specific Plan(s) shall include policies and action programs which further the goals and policies of the General Plan and are designed specifically for the eastern Dublin area.

As mentioned in the Introduction, policies for the Extended Planning Area are being formulated through general plan amendment and specific plan studies currently underway for the Western and Eastern Extended Planning Areas. These documents are expected to be completed in 1992. As of July 1992, a General Plan Amendment and Specific Plan were adopted for the Western Extended Planning Area and are available from the City Planning Department.

WESTERN EXTENDED PLANNING AREA

This area presents a unique opportunity for the City of Dublin. The Western Extended Planning Area is strategically located in the Bay Area, and includes part of the open space corridor which stretches from Contra Costa County to Santa Clara County. With its steep terrain and scenic oak woodlands, this area has important open space values for Dublin and the region.

At the same time, the Western Extended Planning Area, consisting of about 3,255 acres, provides a unique opportunity for carefully planned development. Most of the Planning Area has convenient access to Interstate 580. In addition, major ridgelines screen most of the site from key offsite viewpoints. There is thus the potential to add housing and recreational facilities in this area, without major disruption of existing neighborhoods or damage to scenic values in the surrounding area. The General Plan includes policies which are specifically geared to the unique qualities and opportunities of this section of the City.

It is the intent of the City of Dublin to balance open space goals with housing and recreational needs in the Western Extended Planning Area. An open space corridor on the main ridgeline will be preserved, with a regional trail extending across the site. Key ridgelines, most woodland areas, and other important features will be protected. Development will be clustered for increased land use efficiency. Within these sectors of clustered development, intensive grading and selective tree removal will be permitted, although proposed development shall respect natural features whenever possible.

An Urban Limit Line was adopted by initiative on November 7, 2000 for the Western Extended Planning Area. The Urban Limit Line is located along the City limit line as of the effective date of this initiative. Pursuant to the initiative, lands west of the Urban Limit Line are designated as Rural Residential/Agriculture on the General Plan Land Use Map (Figure 1-1a). The Initiative is effective for thirty (30) years from its effective date; the location of the Urban Limit Line may be changed

only by a vote of the people of Dublin during the effective period, and only following review and approval of a General Plan Amendment by the City Council. Any request to change the Urban Limit Line must be accompanied by a request to amend the land use designation to an urban designation.

All lands in the Western Extended Planning Area located west of the Urban Limit Line as defined in Section 1.8.1 above shall be designated Rural Residential/Agriculture for a period of thirty (30) years from the effective date of Resolution No. 209-00, adopted by initiative on November 7, 2000. The intent of the Urban Limit Line is to protect the natural resources of the western hills, instead guiding development to areas of Dublin that are less constrained and where urban services can be provided in a more efficient and cost-effective manner.

In addition to restricting urban development, the City will not approve or recommend approval of the permanent use or extension of City services or facilities, including but not limited to utilities or roads, to support or facilitate urban development beyond the Urban Limit Line.

DEVELOPMENT ELEVATION CAP - EASTERN EXTENDED PLANNING AREA

The Development Elevation Cap is a long-term commitment by the City of Dublin to manage growth within the current City limits and the Eastern Extended Planning Area. The Development Elevation Cap establishes a boundary identifying where development is expected to occur pursuant to the General Plan over the next 20 to 25 years. The purpose of the Development Elevation Cap is to clearly identify geographic areas of urban development potential within the Dublin city limits and the adopted sphere of influence where orderly and logical growth can occur without major impacts to visually sensitive ridgelines and biologically sensitive habitat areas, or to public services and infrastructure. The term "urban development" means residential and non-residential development at or below the 770 foot elevation line; reservoirs, water lines, grading, or other infrastructure and construction activities necessary for serving or establishing such urban development may be located or occur above the 770 foot elevation.

The Development Elevation Cap policies are consistent with existing City General Plan policies and programs that recognize the extent of urban development within areas that would not result in impacts to public services and infrastructure, visually sensitive ridgelines and biologically sensitive habitat. The Development Elevation Cap policies support the City's existing policies of ensuring that any new development requiring urban levels of service within the Eastern Extended Planning Area occurs in a logical, orderly manner adjacent to existing development; and incorporating open space systems and preserving Dublin's visual qualities within the Eastern Extended Planning Area.

The Development Elevation Cap in Eastern Dublin is defined as the 770 foot elevation and areas at or below this elevation are areas of urban development potential located within the City limits and adopted sphere of influence in Eastern Dublin (see Figures 1-2 and 1-4). Areas within the Development Elevation Cap are bounded by open space and rural residential areas to the east and north, and areas of high elevation. The 770 foot elevation reflects the highest serviceable elevation for water service based on 1) the adopted General Plan and the Eastern Dublin Specific Plan; and 2) the adopted Dublin San Ramon Services District - Eastern Dublin Facilities Plan dated June, 1997.

The area of urban development potential reflects the "community of interest" where public services, schools, commercial services and transportation linkages tie this area into and through other areas of Dublin. Physical characteristics within this area (i.e., rolling hills, flat lands, creeks and proximity to major transportation links, such as freeways, major streets and BART) enhance the sense of community and association with Dublin. Almost all of the development areas within the Development Elevation Cap are within the adopted Eastern Dublin Specific Plan area. Several smaller areas (north near the Contra Costa County line and east of Croak Road) are outside the adopted Eastern Dublin Specific Plan area, but within the City's adopted sphere of influence as defined by the Local Agency Formation Commission.

The City of Dublin has defined a plan for phased and appropriate urban development of this area either through the General Plan and/or the Eastern Dublin Specific Plan. Logical extension of public services and infrastructure in this area

will be accomplished in an orderly and environmentally sound expansion and the 770 foot elevation reflects the logical boundary for this extension.

Implementing Policies: Development Elevation Cap - Eastern Extended Planning Area

A. The City shall utilize the 770-foot elevation as a planning tool to provide a transition/buffer area between urban development and agricultural/open space land uses east of the sphere of influence line which do not require an urban level of public service and infrastructure.

B. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.

C. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap not covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.

D. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap so long as all other applicable General Plan, Specific Plan and other development policies are complied with.

1.5 PUBLIC PARTICIPATION

Since work on the General Plan began in March 1983, the Planning Commission and City Council held three separate meetings and one joint meeting to consider the plan. A Community Workshop held in July 1983 attracted about 25 participants in addition to most members of the Commission and Council. General Plan discussions were thorough, usually lasting more than four hours, but the number of public participants was small - probably because most residents in a nearly built-out community do not expect the plan to have major effects on their lives or property. During the same period, hearings on several controversial medium or medium-high density residential projects drew large audiences.

1.6 REPORT ORGANIZATION

State Planning Law calls for seven mandated General Plan elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. State Law also allows cities to adopt other General Plan elements or subjects which the City believes relate to the physical development of the City.

A problem in organizing a General Plan is covering the state's seven mandatory elements without confusion or duplication. For simplicity, the seven elements, as well as optional elements, are grouped in three General Plan sections:

Land Use and Circulation Section: Land Use; Parks and Open Space; Schools, Public Lands, and Utilities; and Circulation and Scenic Highways. The Schools, Public Lands, and Utilities Element is not mandatory.

Housing Section: Housing Element

Environmental Resources Management Section: Conservation, Seismic Safety and Safety, and Noise Elements

1.7 SUBREGIONAL DEVELOPMENT PROJECTIONS

Dublin's 1983 population, estimated at 13,700, represented about 8 percent of the 166,000 residents in the Tri-Valley area (San Ramon, Livermore, and Amador Valleys). About half of the employed residents of Dublin and the Tri-Valley commute to jobs outside the area. By the year 2005 or shortly after, planned business parks, several with large employers assured, are projected to add about 130,000 jobs to the 50,000 existing in the Tri-Valley in 1980. The Association of Bay Area Governments (ABAG) has projected construction of 40,000 additional housing units. Unless that number is substantially exceeded, there are likely to be more in-commuters than out-commuters.

Dublin's primary planning area will be built-out long before the business parks are full. Adding the extended planning area would bring job and population totals to about 15 percent of the Tri-Valley totals in 2005. Despite its small share of population, Dublin's site at the junction of the Tri-Valley two dominant transportation corridors will enable it to remain the "Downtown" for the Tri-Valley.

1.8 GENERAL PLAN LAND USE MAP

(Add new text here to explain how PPA and EEPa land use maps were combined into one General Plan Land Use Map (Figure 1-1a)

The General Plan Land Use Map proposes an arrangement of land uses and a circulation system to serve those uses at full development - expected to occur within 10 years. Because so little land remains uncommitted, boundaries between uses are exact. However, deviations in road alignments or open space configurations, and request for approval of churches or other semipublic facilities typically appropriate to the adjoining uses are not to be considered inconsistent with the General Plan. Both the map and the text should be consulted to determine consistency or inconsistency (see Figure 1-1a).

1.8.1 LAND USE CLASSIFICATIONS

The following descriptions are intended to aid interpretations of the General Plan map legends.

Density Measurements

Density measurements for General Plan purposes are based upon gross residential acreage that is calculated as follows:

Gross residential acreage (GRA) shall be determined by calculating the area of the site and by adding one-half of the area of abutting streets, provided that the street width used for calculation shall not be less than 25 feet or more than 50 feet. Public or private streets within the boundaries of the site, as well as streets abutting the site, are calculated within the gross acreage total.

Gross acreage, rather than net acreage, is used as a General Plan density measurement in order to account for situations in which larger multiple family and Planned Development residential projects include much vehicular circulation area that is not public right-of-way. In such cases, the project site area would be larger than on smaller, conventional sites that rely mainly on dedicated streets for access. If allowable densities were calculated on the site area or net acreage basis, the larger projects would have higher "effective" densities than the smaller sites.

Example: Ponderosa Village

**General Plan designation: Single-family residential (0.9 to 6.0 units per gross residential acre).
89 dwelling units (DU)
12.20 net acres (average lot size: 5,970 square feet)**

3.13 street acres (20% of gross residential area)
15.33 gross residential acres (GRA)
Project density: 5.8 DU/GRA

Primary Planning Area (West of Camp Parks – see Figure 1-1a)

Residential (Note: Assumed residential household size is based on data contained in the 1990 Housing Element)

Residential: Low-Density Single-family (0.5 to 3.8 units per gross residential acre).
Detached units with assumed household size of 3.2 persons per unit.

Residential: Single-family (0.9 to 6.0 units per gross residential acre).
This classification primarily accommodates detached and zero lot line (no side yard) units in the Eastern Extended Planning Area. Second attached or detached units on individual parcels are also included under the provisions of the Housing Element and the Eastern Dublin Specific Plan. Assumed household size is 3.2 persons per unit.

Residential: Medium Density (6.1 to 14.0 units per gross residential acre).
The range allows detached, zero-lot line, duplex, townhouse, and garden apartment development suitable for family living. Except where mixed dwelling types are designated, unit types and densities may be similar or varied. Where the plan requires mixed dwelling types, listed policies specific to the site govern the location and distribution of dwelling types. Assumed household size is two persons per unit.

Residential: Medium-High Density (14.1 to 25.0 units per gross residential acre).
Units in this density range will all be attached. Development prototypes can include duplexes, tri-plexes, quadriplexes, townhouses, flats and garden apartments, and can be either rental or for sale units. Projects at the upper end of this range may require some under-structure parking and may have three or more living levels in order to meet zoning ordinance open space requirements. Assumed household size is two persons per unit.

Combination classification: Medium-High Density Residential and Retail/Office
(see Section 2.2.5 of Land Use and Circulation Chapter)

Commercial/Industrial

Retail/Office (FAR: .25 to .60; employee density: 200-450 square feet per employee).
Shopping centers, stores, restaurants, business and professional offices, motels, service stations, and sale of auto parts are included in this classification. Residential use is excluded except in the Downtown Intensification Area described in Section 2.2.1.A.

Retail/Office and Automotive (FAR: .25 to .50; employee density: 220 to 490 square feet per employee).
This classification includes all retail/office uses and adds auto dealerships, auto body shops, and similar uses. Residential uses are not permitted.

Campus Office (FAR: .25 to .80).
This designation is intended to provide an attractive, campus-like setting for office and other non-retail commercial uses that do not generate nuisances related to emissions, noise, odors, or glare. Anticipated uses include, but are not limited to the following: professional and administrative offices; administrative headquarters; research and development; business and commercial services; limited light manufacturing; assembly and distribution activities. Ancillary uses which provide services to businesses and employees in the Campus Office area are permitted. These uses include restaurants, gas stations, convenience shopping, copying services, branch banks, and other such services. Under special circumstances (e.g., where a mixed-use development would decrease potential peak-

hour traffic generation, meet a specific housing need, encourage pedestrian access to employment and shopping, or create an attractive, socially-interactive neighborhood environment), residential uses may be permitted as part of a masterplanned mixed-use development. In such developments, the residential component would not be permitted to occupy more than 50% of the developed area.

Business Park/Industrial (FAR: .30 to .40; employee density: 360-490 square feet per employee).

Uses are non-retail businesses (research, limited manufacturing and distribution activities, and administrative offices) that do not involve heavy trucking or generate nuisances due to emissions, noise, or open uses. Residential uses are not permitted. Maximum attainable ratios of floor area to site area (FAR) are controlled by parking and landscaping requirements and typically result in .35 to .40 FAR's. Examples: Clark Avenue, Sierra Court.

Business Park/Industrial: Outdoor Storage (FAR: .25 to .40; employee density: 360-490 square feet per employee).

In addition to the Business Park/Industrial uses described above, this classification includes retail and manufacturing activities conducted outdoors such as mobile home or construction materials storage. Example: Scarlett Court.

Combination classification: Medium-High Density Residential and Retail/Office
(see Section 2.2.5 of Land Use and Circulation Chapter)

Public/Semi-Public/Open Space

Public/Semi-Public (FAR: .50; employee density: 590 square feet per employee)

Uses other than parks owned by a public agency that are of sufficient size to warrant differentiation from adjoining uses are labeled. Development of housing on a site designated on the General Plan as semi-public shall be considered consistent with the General Plan. Determination as to whether housing should be permitted on a specific semi-public site and the acceptable density and design will be through review of a Planned Unit Development proposal under the Zoning Ordinance. Examples: Public and private schools, churches, Civic Center.

Parks/Public Recreation.

Publicly owned parks and recreation facilities.

Open Space.

Included are areas dedicated as open space on subdivision maps, slopes greater than 30 percent, stream protection corridors, woodlands, and grazing lands.

Eastern Extended Planning Area (East of Camp Parks -- See Figure 1-1a)*

Residential. Residential designations for the Single Family, Medium Density, and Medium-High Density categories in the Primary Planning Area are applicable in the Eastern Extended Planning Area. The following additional residential designations have been developed to respond specifically to conditions in the Eastern Extended Planning Area.

Residential: Rural Residential/Agriculture (1 unit per 100 gross residential acres).

Accommodates agricultural activities and other open space uses, such as range and watershed management, consistent with the site conditions and plan policies. This classification includes privately held lands, as well as public ownerships not otherwise designated in the plan for Parks, Open Space, or Public/Semi-public uses.

*Figure 1-1a is the General Plan Land Use Map. In the Eastern Dublin Specific Plan GPA the map was referred to as Figure "2B". The Eastern Extended Planning Area Land Use Map was combined with the Primary Planning Area Land Use and Circulation Map to create the General Plan Land Use Map, Figure 1-1a.

Assumed household size is 3.2 persons per unit.

Residential: High Density (25.1 units or more per gross residential acre).

Projects in this category are intended for downtown and urban core areas. Projects within this density range must meet the majority of their parking requirements with under-structure parking. With careful design, densities of up to 80 units per acre can be achieved without exceeding four stories in height. Assumed household size is 2.0 persons per unit.

Commercial/Industrial

General Commercial. (.20 to .60 Floor Area Ratio).

This designation accommodates a range of regional- and community-serving retail, service, and office uses. Uses anticipated in this designation include, but are not limited to: retail uses, including major community-serving uses (e.g., supermarkets, drug stores, hardware stores, apparel stores, etc.) and regionally-oriented retail uses (e.g., high-volume retail uses such as discount centers, promotional centers, home improvement centers, furniture outlets, and auto malls); all office uses; hotels; banks; service uses; and restaurants and other eating and drinking establishments. Mixed use projects incorporating retail, service, and/or office uses are encouraged, with residential uses also allowed as part of the mix when location and design ensure compatibility.

Neighborhood Commercial (.25 to .60 Floor Area Ratio).

This designation provides for the creation of community- and neighborhood-oriented commercial centers that serve the retail, service, and entertainment needs of the community. Uses anticipated within this designation include, but are not limited to: office uses which provide neighborhood and citywide services such as real estate, accounting, legal, etc.; local-serving commercial services such as laundries, dry cleaners, beauty salons, finance, video rentals, etc.; all local and community serving retail (but not regionally-oriented, high volume retail sales establishments); restaurants and bars; hotels and bed-and-breakfast inns which are consistent with the scale and character of the commercial street; and entertainment and cultural facilities. Mixed-use projects incorporating combinations of commercial, service, office, and/or residential uses are strongly encouraged.

Campus Office (.25 to .80 Floor Area Ratio, see text below for FAR near BART).

This designation is intended to provide an attractive, campus-like setting for office and other non-retail commercial uses that do not generate nuisances related to emissions, noise, odors, or glare. Anticipated uses include, but are not limited to the following: professional and administrative offices; administrative headquarters; research and development; business and commercial services, and limited light manufacturing, assembly and distribution activities. Ancillary uses which provide services to businesses and employees in the Campus Office area are permitted. These uses include restaurants, gas stations, convenience shopping, copying services, branch banks, and other such services. Under special circumstances (e.g., where a mixed-use development would decrease potential peak-hour traffic generation, meet a specific housing need, encourage pedestrian access to employment and shopping, or create an attractive, socially-interactive neighborhood environment), residential uses may be permitted as part of a master planned mixed use development. In such developments, the residential component would not be permitted to occupy more than 50% of the developed area.

A floor area ratio of up to 1.2 may be granted for land adjacent to the Eastern Dublin BART station at the discretion of the City Council.

Note: There are two areas indicated on the land use map that could develop with either general commercial or campus office uses. This flexibility has been provided in these key areas to respond to changing market conditions that may occur in the future. The shift from campus office (the underlying land use designation) to general commercial would only be permitted if the established traffic levels of service are not exceeded. Appropriate traffic studies may need to be conducted in order for the City to make the proper determination regarding traffic levels of service.

Industrial Park (.35 Maximum Floor Area Ratio. See text below for exceptions).

This designation accommodates a wide variety of minimum-impact, light industrial uses. Uses anticipated within this designation include, but are not limited to the following: manufacturing, processing, assembly, fabrication, research and development, printing, warehouse and distribution, wholesale and heavy commercial uses, provided the activities do not have significant external effects in the form of noise, dust, glare, or odor. Uses requiring outdoor storage and service yards are permitted in this designation as long as they do not have adverse effects on surrounding uses. Residential uses are not permitted within this designation. Warehousing uses may go as high as 0.50 FAR at the discretion of the City Council.

Industrial Park/Campus Office.

Combined land use district.

Public / Semi-Public / Open Space

Public / Semi-Public Facilities. (.50 Maximum Floor Area Ratio).

This designation identifies areas where governmental or institutional type uses are anticipated. Such uses include public buildings such as schools; libraries; city office buildings; State, County and other public agency facilities; post offices; fire stations; and utilities. Semi-public uses such as churches, theaters, community centers, and hospitals are also permitted in this designation. Parks are not included under this designation. The designation generally applies to parcels of land owned by a public entity or governmental agency.

Parks / Public Recreation.

Publicly-owned parks and recreation facilities.

Open Space.

Open space lands are those areas shown as open space on the land use map (Figure 1-1a) and other areas dedicated to the City as open space on subdivision maps. The intent of this designation is to ensure the protection of those areas with special significance such as areas with slopes over 30 percent; stream and drainageway protection corridors; woodlands; and visually-sensitive ridgeland. The City may allow only open space uses on this land. Equestrian, riding, and hiking trails will be encouraged. Other types of recreational uses, agriculture and grazing may be permitted where appropriate.

Western Extended Planning Area (west of Primary Planning Area – See Figure 1-1a)

Residential

Residential: Rural Residential/Agriculture (1 unit per 100 gross residential acres).

Accommodates agricultural activities and other open space uses, such as range and watershed management, consistent with the site conditions and plan policies. This classification includes privately held lands, as well as public ownerships not otherwise designated in the plan for Parks, Open Space, or Public/Semi-public uses. Assumed household size is 3.2 persons per unit.

Residential: Estate (0.01 - 0.8 units per gross residential acre).

Typical ranchettes and estate homes are within this density range. Assumed household size is 3.2 persons per unit.

Residential: Single-family (0.9 to 6.0 units per gross residential acre).

See description under Primary Planning Area.

Other land use categories

Commercial, public/semi-public, and other land use categories for the Primary Planning Area are applicable in the Western Extended Planning Area.

Open Space.

See description under Eastern Extended Planning Area.

Urban Limit Line.

An Urban Limit Line was adopted by initiative on November 7, 2000 for the Western Extended Planning Area. The Urban Limit Line is located along the City limit line as of the effective date of this initiative. Pursuant to the initiative, lands west of the Urban Limit Line are designated as Rural Residential/Agriculture on the General Plan Land Use Map. The Initiative is effective for thirty (30) years from its effective date; the location of the Urban Limit Line may be changed only by a vote of the people of Dublin during the effective period, and only following review and approval of a General Plan Amendment by the City Council. Any request to change the Urban Limit Line must be accompanied by a request to amend the land use designation to an urban designation.

Downtown Core Specific Plan Area

Retail/Office (FAR: .25 to .80; employee density: 200-450 square feet per employee)

Shopping centers, stores, restaurants, business and professional offices, motels, service stations, entertainment facilities, and the sale of auto parts are included in this classification. Residential use is generally not included except for lands designated Mixed-Use.

Mixed-Use (FAR .50 to 1.00; employee density: 200-450 square feet per employee)

Encourages a combination of medium to high-density residential housing and at least one non-residential land use, such as office or retail, included in this classification. Office or retail uses recommended are shopping centers, stores, restaurants, business and professional offices, and entertainment facilities.

West Dublin BART Specific Plan Area

Residential: High Density (25.1 units or more per gross residential acre).

See description under Eastern Extended Planning Area.

Retail/Office (FAR: .25 to 1.00; employee density: 200-450 square feet per employee)

Shopping centers, stores, restaurants, business and professional offices, motels, service stations, entertainment facilities, and the sale of auto parts are included in this classification. Residential use is generally not included except for lands designated Mixed-Use, and where residential uses are ancillary to non-residential uses.

Mixed-Use (FAR .50 to 1.00; employee density: 200-450 square feet per employee)

Encourages a combination of medium to high-density residential housing and at least one non-residential land use, such as office or retail, in this classification. Office or retail uses recommended are shopping centers, stores, restaurants, business and professional offices, and entertainment facilities. For development in the Transit Village area adjacent to the BART Station, a FAR exceeding 1.00 and up to 1.20 for hotel use is acceptable because of its proximity to regional transportation facilities.

Public/Semi-Public (FAR: .50; employee density: 590 square feet per employee).

See description under Primary Planning Area.

Table 1.1
COMMUNITY FACILITIES

PUBLIC / SEMI-PUBLIC FACILITIES

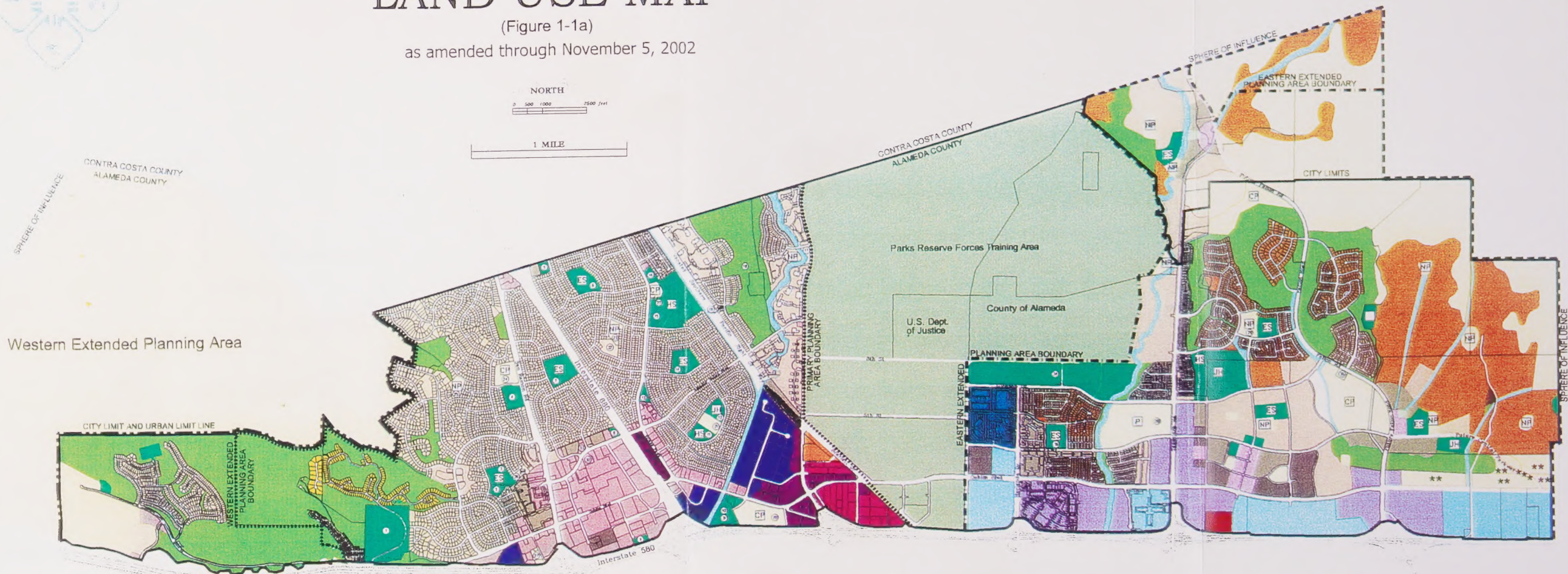
- 1 Valley Christian Center
- 2 John Knox Presbyterian Church
- 3 Nielsen Elementary School
- 4 St. Raymond's Catholic Church
- 5 St. Philip's Lutheran Church
- 6 Murray Elementary School
- 7 Dublin Elementary School
- 8 Lutheran Church of the Resurrection
- 9 BART Parking
- 10 Civic Center
- 11 Cronin Elementary School
- 12 Wells Middle School
- 13 Parkway Baptist Church
- 14 Fredericksen Elementary School
- 15 Dublin High School
- 16 Church of Jesus Christ of the Latter Day Saints

PARKS / RECREATION

- 17 Alamo Creek Park
- 18 Dougherty Hills Park
- 19 Stagecoach Park
- 20 Dublin Sports Grounds
- 21 Cronin Park
- 22 Dublin Community Swim Center
- 23 Kolb Park
- 24 Shannon Park and Community Center
- 25 Dolan Park
- 26 Mape Park
- 27 Heritage Park

DUBLIN GENERAL PLAN LAND USE MAP *

(Figure 1-1a)
as amended through November 5, 2002



Churches, Parks, Public Schools and City Facilities

1. Valley Christian Center
2. John Knox Presbyterian Church
3. Nielsen Elementary School
4. St. Raymond's Catholic Church
5. St. Philip's Lutheran Church
6. Murray Elementary School
7. Dublin Elementary School
8. Lutheran Church of the Resurrection
9. BART Parking
10. Dublin Civic Center and Police Services
11. Valley High School and Slager Community Gym
12. Wells Middle School
13. Parkway Baptist Church
14. Fredericksen Elementary School
15. Dublin High School
16. Church of Jesus Christ of the Latter Day Saints
17. Alamo Creek Park
18. Dougherty Hills Open Space
19. Stagecoach Park
20. Dublin Sports Grounds
21. Site of the former Cronin Park
22. Dublin Community Swim Center
23. Kolb Park
24. Shannon Park and Community Center
25. Dolan Park
26. Mape Memorial Park
27. Dublin Heritage Center
28. Emerald Glen Park
29. Ted Fairfield Park
30. Dublin Library (closing Winter, 2003)
31. Dublin Library (opening Winter, 2003)
32. Dublin Senior Center
33. Dublin Fire Station No. 16
34. Dublin Fire Station No. 17
35. Dublin Fire Station No. 18
36. Dougherty Elementary School

Notes:

* The General Plan Land Use Map was created by combining into one map:

- The original Land Use and Circulation Map for the Primary Planning Area (Figure 1-1 in the 1985 General Plan);

- The Eastern Extended Planning Area Land Use Map (Figure 2B of the Eastern Dublin General Plan Amendment); and

- All General Plan Amendments approved by City Council between the date of the original General Plan adoption on February 11, 1985 and November 05 2002.

** Properties noted with dual asterisks will convert to future study area/agriculture where determined inconsistent with the Livermore Airport Planning Area.

*** Central Parkway is proposed to connect with Dublin Boulevard within the City Limits in the future. However, the exact alignment will be determined following further alignment studies.

The General Plan Land Use Map was approved and adopted by City Council on November 05 2002.

General Plan Land Use Map should be used in combination with the General Plan and applicable Specific Plans that contain policies and development standards for specific planning areas.

While the General Plan Land Use Map shows existing development and layout, only the land use designations for the land on which such development exists are part of the General Plan.

Public/Semi-Public/ Open Space

- Public/Semi-Public Facility
- Elementary School
- Junior High School
- High School
- Parks/Public Recreation
- City Park
- Community Park
- Neighborhood Park
- Open Space
- Stream Corridor
- Public Lands
- Neighborhood Square

Commercial/Industrial

- General Commercial
- Retail/Office
- Neighborhood Commercial
- Retail/Office & Automotive
- Campus Office
- Industrial Park
- Business Park/Industrial
- Business Park/Industrial Outdoor Storage
- Industrial Park/Campus Office
- Med/High Residential & Retail Office
- General Commercial/Campus Office
- Mixed Use

Residential

- Rural Residential/Agriculture (1.0 unit per 100 acres)
- Estate Residential (0.01 - 0.8 units per acre)
- Low Density Single Family Residential (0.5 - 3.8 units per acre)
- Low Density Residential Residential (0.0 - 8.0 units per acre)
- Single Family Residential (0.9 - 8.0 units per acre)
- Medium Density Residential (8.1 - 14.0 units per acre)
- Medium-High Density Residential (14.1 - 25.0 units per acre)
- High Density Residential (25.0 + units per acre)
- Community Park/Medium Density Residential

Note Future Amendments:

Lines

- City Limit
- Primary Planning Area Boundary
- Eastern Extended Planning Area Boundary
- Sphere of Influence
- Urban Limit Line
- Western Extended Planning Area Boundary

Dublin General Plan



Extended Planning Area

-  Rural Residential/Agriculture
-  Public Lands

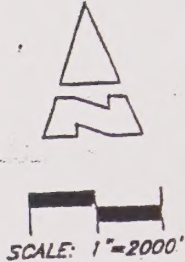
Amended April 2002

Development Elevation Cap Policies

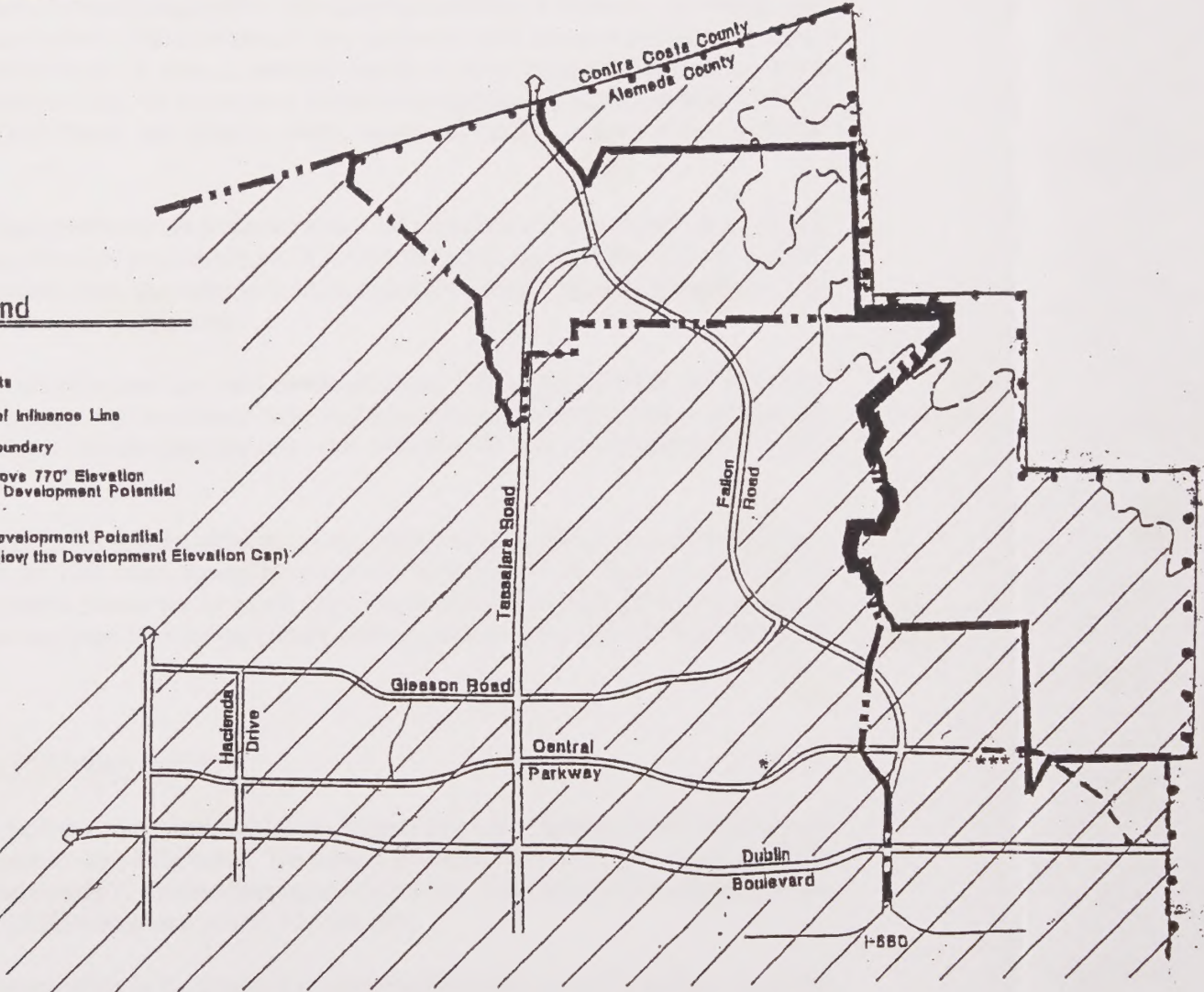
- A. The City shall utilize the 770 foot elevation as a planning tool to provide a transition/buffer area between urban development and agricultural/open space land uses east of the sphere of influence line which do not require an urban level of public service and infrastructure.
- B. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.
- C. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap not covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.
- D. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap so long as all other applicable General Plan, Specific Plan and other development policies are complied with.

Development Elevation Cap Eastern Extended Planning Area

Amended April 2002



- Legend**
- City Limits
 - • • Sphere of Influence Line
 - EDBP Boundary
 - Area Above 770' Elevation With No Development Potential
 - ▨ Urban Development Potential (Area Below the Development Elevation Cap)



*** Central Parkway is proposed to connect with Dublin Boulevard within the City limits in the future. However, the exact alignment will be determined following further alignment studies.

Figure 1-4

CHAPTER 2

LAND USE AND CIRCULATION: LAND USE ELEMENT

Government Code sec. 65302(a) identifies the required content for land use elements. A land use element must first designate the proposed distribution of specified uses and facilities. It must identify population density and building intensity standards for each land use district. It must identify areas subject to flooding and review those areas annually. Finally, it must create a timber production land use category where appropriate.

Each of these required features is included in Dublin's adopted General Plan, although not all are present in the land use element. Dublin's General Plan Maps for the Primary and Extended Planning Areas, Figures 1-1a and 1-2, summarize the proposed distribution of residential, commercial, industrial, and open space uses. The maps also show existing schools and other public buildings and grounds. Policies further defining the location and intensity of residential, commercial, and industrial uses appear in this land use element. Policies relating to open space and parks appear in the Parks and Open Space Element, sec. 3.0; while policies relating to schools, and solid and liquid waste disposal facilities appear in the Schools, Public Lands and Utilities Element, sec. 4.0. Background information supporting the adopted policies is located in the corresponding Land Use, Open Space, and Schools, Public Lands and Utilities sections of the Technical Supplement.

Population Density and building intensity standards are presented in sec. 1.8.1. of General Plan Volume 1. Areas subject to flooding and appropriate land use policies are presented in sec. 8.2 of the Seismic Safety and Safety Element. Dublin's General Plan contains no timber production land use category because no timberland as described in Government Code sec. 65302(a) occurs anywhere in the city's planning area.

Ninety-nine percent of the primary planning area has been developed since 1960 or has development approvals; therefore, the Land Use Element focuses on the remaining uncommitted sites and on the potential for more intensive use of existing sites. Land use changes in the extended planning area will be more dramatic, but urban development is likely to occur mainly after the mid-1990's.

The primary planning area is expected to be built-out within ten years, (1994) adding a potential 3,500 housing units, 8,400 residents, and 2,400 jobs to the 1983 totals. Except for downtown intensification, the General Plan does not envision highly visible changes in Dublin's primary planning area, but it does provide for more than a 60 percent gain in population. Housing unit and population projections for the primary planning area are presented in the tables on the following page.

EASTERN DUBLIN EXTENDED PLANNING AREA

Figure 1-1a illustrates generalized land uses and circulation for the Eastern Extended Planning Area that lies east of Camp Parks. This area includes approximately 4,200 acres. The Eastern Extended Planning Area is projected to build out over the next 30-40 years, adding roughly 13,930 new housing units to the City. Buildout is projected to increase the City's population by approximately 32,500 people and add 28,100 new jobs.

Table 2.1* summarizes land use characteristics for the Eastern Extended Planning Area east of Camp Parks. As shown in the table, residential land uses will predominate in terms of acreage. However, the very low density Rural Residential/Agriculture designation, which comprises over half of the residential acreage, will remain primarily as open space. A much wider variety of housing opportunities, in terms of densities, will be provided in the Eastern Extended

*Table 2.1 is a land use summary for Eastern Dublin. In the GPA it was identified as Table "2A" but was relabeled herein for formatting purposes.

Planning Area than are currently available in the City, although the majority of the housing units will remain single family in character. A broad range of non-residential uses, including retail commercial, service commercial, office, and industrial uses, are proposed for the Eastern Extended Planning Area in order to provide for the employment, service and shopping needs of the community. Major parks are designated in the area to meet the needs of the Eastern Extended Planning Area, and be available to the entire city.

The Plan allows some low and medium density residential uses within the Livermore Airport Protection Area (APA) if, at the time of rezoning, the residential designations are not inconsistent with the APA. If, at the time of rezoning, the residential designations are inconsistent with the APA, the residential designations will convert to Future Study Area with an underlying Rural Residential/Agriculture designation.

TABLE 2.1*
LAND USE SUMMARY: EASTERN DUBLIN GENERAL PLAN AMENDMENT AREA

Classification	Acres	Intensity**	Units	Factor	Yield
RESIDENTIAL		Du's/acre	Du's	Persons/du	Population
High Density	69.9	35	2,447	2.0	4,894
Medium-High Density	134.0	20	2,680	2.0	5,360
Medium-Density	486.3	10	4,863	2.0	9,726
Single Family	977.0	4	3,908	3.2	12,505
Rural Residential	842.5	.01	8	3.2	25
TOTAL	2,509.7		13,906		32,510
COMMERCIAL	Acres	Floor Area Ratio (Gross)	Square Feet (millions)	Square Feet / Employee	Jobs
General Commercial	289.3	.35/.25	3.435	510	6,735
Neighborhood Commercial	69.7	.35/.30	.980	490	2,000
Campus Office	216.9	.75/.35	3.952	260	15,200
Industrial Park	125.8	.25	1.370	590	2,322
TOTAL:	701.7		9.737		26,257
PARKS AND PUBLIC RECREATION					
City Park	56.3		1 park		
Community Park	126.7		2 parks		
Neighborhood Park	62.2		10 parks		
Neighborhood Square	13.3		7 parks		
TOTAL:	258.5		20 Parks		
OPEN SPACE	437.7				
PUBLIC/SEMI-PUBLIC					
Public/Semi-Public	98.6	.25	1.074	590	1,820
Schools					
Elementary School	74.1		7 schools***		
Junior High School	24		1 school***		
High School	55.3		1 school		
School Subtotal	55.3		9 schools		
TOTAL:	268.4				
GRAND TOTAL:	4176.0				

*Table 2.1 appears as Table "2A" in the Eastern Dublin GPA. It was relabeled herein for formatting purposes.

**Numbers represent a mid-range considered reasonable given the permitted density range.

***Partial school sites represent sites that lie partially outside the Specific Plan area, but within the Eastern Dublin General Plan Amendment area.

WESTERN EXTENDED PLANNING AREA

Figure 1-1a illustrates generalized land use and circulation for the Schaefer Ranch sector of the Western Extended Planning Area. This sector of the City includes about 500 acres. This part of the Western Extended Planning Area will add a maximum of 474 housing units. Development at this maximum level could result in a population of about 1,517.

Table 2.2 summarizes land use and housing characteristics for the Schaefer Ranch sector of the Western Extended Planning Area. The predominant land uses would be open space and residential uses. Retail/office uses would also be included.

TABLE 2.2* SCHAEFER RANCH PROJECT LAND USE AND HOUSING CHARACTERISTICS		
Land Use Designation	Acres	Dwelling Units (maximum)
Residential: Estate	99.80	11
Residential: Single Family	108.00	463
Retail Office	10.70	---
Public/Semi-Public	33.90	---
Open Space	251.60	---
TOTAL	504.00	474
*Table 2.2 appears as Table "2-2" in the Schaefer Ranch GPA. It was relabeled herein for formatting purposes.		

All lands in the Western Extended Planning Area located west of the Urban Limit Line as defined in Section 1.8.1 above shall be designated Rural Residential/Agriculture for a period of thirty (30) years from the effective date of Resolution No. 209-00, adopted by initiative on November 7, 2000. The intent of the Urban Limit Line is to protect the natural resources of the western hills, instead guiding it to areas of Dublin that are less constrained and where urban services can be provided in a more efficient and cost-effective manner.

In addition to restricting urban development, the City will not approve or recommend approval of the permanent use or extension of City services or facilities, including but not limited to utilities or roads, to support or facilitate urban development beyond the Urban Limit Line.

2.1 RESIDENTIAL LAND USE

2.1.1 HOUSING AVAILABILITY

Guiding Policy

A. Encourage housing of varied types, sizes and prices to meet current and future needs of all Dublin residents. (Same as Housing Element Goal #1.)

Implementing Policy

B. Designate sites available for residential development in the primary planning area for medium to medium-high density where site capability and access are suitable and where the higher density would be compatible with existing residential development nearby. (See Table 2.4 and Figure 2-1)

2.1.2 NEIGHBORHOOD DIVERSITY

Guiding Policy

- A. Avoid economic segregation by city sector.

Implementing Policies

- B. Allocate medium and medium-high residential densities to development sites in all sectors of the primary planning area. Require some of the units approved east of the Dougherty Hills to be single family detached.
- C. Require a mixture of dwelling types in large projects.

Table 2.3*
POTENTIAL HOUSING UNITS AND POPULATION -
PRIMARY PLANNING AREA
(AS OF MAY 1983)

	Total Units	Multifamily Units	Population ¹
Existing, May 1983	4,428	386	13,700
Approved, as of November 1983	1,800	1,100	4,400
Potential Additional Development	1,700	1,200	4,000
TOTAL ²	7,900	2,700	22,100

¹ Assumes 3.2 persons per single-family unit; 2.0 persons per multifamily unit. (Based on data contained in the 1990 Housing Element)

² Totals rounded.

* Table 2.3 appears as Table 2.1 in the 1985 General Plan. It was relabeled herein for formatting purposes.

2.1.3 RESIDENTIAL COMPATIBILITY

Guiding Policy

- A. Avoid abrupt transitions between single-family development and higher density development on adjoining sites.

Implementing Policies

- B. Require all site plans to respect the privacy and scale of residential development nearby.
- C. Require a planned development zoning process for all development proposals over 6.0 units per gross residential acre.

2.1.4 EXTENDED PLANNING AREAS

Guiding Policy - Eastern Extended Planning Area

A. Encourage the development of a balanced mixed use community in the Eastern Extended Planning Area, that is well integrated with both natural and urban systems, and provides a safe, comfortable and attractive environment for living and working.

Some potential sites are under Williamson Act contract requiring open space use for at least 10 years.

Implementing Policy - Eastern Extended Planning Area

B. The location, extent and density of residential development in the Eastern Extended Planning Area is set forth in the General Plan Land Use Map in Figure 1-1a. For the western half of the area, the Eastern Dublin Specific Plan sets forth more detailed policy direction, infrastructure requirements, and development guidelines. A Specific Plan(s) will be required for the remainder of the extended planning area to provide similar direction for its ultimate development.

C. Approval of residential development in the Eastern Extended Planning Area will require determination that:

1. Utilities and public safety services will be provided at urban standards without financial burden to Dublin residents and businesses outside the Eastern Extended Planning Area.
2. Proposed site grading and means of access will not disfigure the ridglands.
3. Timing of development will not result in premature termination of viable agricultural operations on adjoining lands.
4. The fiscal impact of new residential development in the Eastern Extended Planning Area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.
5. The proposed project is consistent with all applicable General Plan and Specific Plan policies.

Guiding Policy - Western Extended Planning Area

D. Any development in the Western Extended Planning Area shall be integrated with the natural setting. Require clustering of development in areas with fewer constraints.

1. An Urban Limit Line was adopted by initiative on November 7, 2000 for the Western Extended Planning Area. The Urban Limit Line is located along the City limit line as of the effective date of this initiative. Pursuant to the initiative, lands west of the Urban Limit Line are designated as Rural Residential/Agriculture on the General Plan Land Use Map. The Initiative is effective for thirty (30) years from its effective date; the location of the Urban Limit Line may be changed only by a vote of the people of Dublin during the effective period, and only following review and approval of a General Plan Amendment by the City Council. Any request to change the Urban Limit Line must be accompanied by a request to amend the land use designation to an urban designation.

Implementing Policy - Western Extended Planning Area

- E. The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.
- F. Approval of residential development in the Western Extended Planning Area will require determination that:
1. Utilities and public safety services will be provided at approved standards without financial burden to Dublin residents and businesses.
 2. Proposed site grading and means of access will not disfigure the ridgeland as viewed from areas of existing development in Dublin. Any necessary grading and construction shall be planned so as to protect visual qualities.
 3. Timing of development will not result in premature termination of viable agricultural operations on adjoining lands.
 4. The fiscal impact of new residential development in the Western Extended Planning Area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.

2.1.5 WEST DUBLIN BART AND DOWNTOWN CORE SPECIFIC PLAN AREAS

Guiding Policy

- A. Intensify development and provide housing opportunities and transit-oriented uses near transit center and facilities

Implementing Policy

- B. Development within the Mixed-Use land use designation areas may include a combination of medium to high density residential housing and at least one non-residential land use, such as office or retail.

2.2 COMMERCIAL AND INDUSTRIAL LAND USE

Dublin's central location has made it the Tri-Valley commercial center, with more than 600 retail businesses and a wide variety of distributors, business service providers, builders and building subcontractors, manufacturers, and region-serving offices. The City's ability to provide municipal services depends on the income generated by business.

2.2.1 DOWNTOWN DUBLIN

Guiding Policy

- A. Intensify Downtown Dublin.

The present collection of adjoining shopping centers can become a downtown with the variety, convenience, and visual prominence that is rarely found in communities built since the automobile became dominant (see Figure 2-3, Downtown Concept Sketch).

A Downtown Specific Plan was prepared in July, 1987. This plan details how the City's downtown area could be enhanced to create a more unified, pedestrian-oriented focal point for the community. Provisions will be made to accommodate a future transit station (BART) in the downtown area. Special emphasis will be placed on pedestrian connections between the central shopping area on Amador Plaza Road and the future BART station.

The plan encourages ground floor retail with offices and residential uses on upper floors. Development standards within the plan would allow an increase of approximately 30% in building area to facilitate the introduction of higher density pedestrian-oriented developments.

A number of urban design improvements are contemplated including entry ways to downtown, theme elements in the medians and a potential plaza or structure which would be used as an informal gathering place as well as for public and civic events. (Refer to the plan for further details. Available from the City of Dublin Planning Department.)

Implementing Policies

- B. Designate a Downtown Intensification Area on the General Plan Land Use Map , Figure 1-1a.
- C. Provide a downtown BART station that will serve customers and workers with and without cars. Add offices and apartments within walking distance and eventually over BART parking.
- D. Encourage mid-rise office/apartment buildings and parking structures with ground floor retail space. Create store-lined pedestrian connections between existing shopping centers.
- E. Make downtown more understandable to the first-time visitor by installing standardized identification signs and directories.

2.2.2 AUTOMOBILE DEALERSHIPS

Guiding Policy

- A. Keep automobile dealers in Dublin.

Implementing Policy

- B. Allow for the creation of an auto center east of Camp Parks Military Reservation.

If or when downtown land becomes too costly for car dealers they will have the opportunity to relocate in an auto center with freeway frontage.

2.2.3 NEIGHBORHOOD SHOPPING CENTERS

Guiding Policy

- A. Strengthen existing neighborhood shopping centers.

Competition from downtown and from north of the County line leaves no trade area within the primary planning area for neighborhood shopping centers other than Dublin Square, San Ramon Village Plaza, and Village Square.

Implementing Policies

- B. Require a planned development proposal at the southwest corner of Amador Valley Boulevard and Dougherty Road to include medium-high density residential, retail/office, or a mix of these uses.

2.2.4 EASTERN EXTENDED PLANNING AREA

Guiding Policy

- A. Encourage the development of a full range of commercial and employment-generating uses in the Eastern Extended Planning Area that will meet the needs of the City and the surrounding Tri-Valley area.

Implementing Policies

- B. Require developers to remain within the amount and distribution of commercial and employment-generating land uses depicted in the General Plan Land Use Map (see Figure 1-1a) in order to maintain a reasonable balance between jobs and housing opportunities.
- C. All non-residential development must be consistent with the policies and guidelines set forth in applicable Specific Plans.

2.2.5 APPLICATION TO THE SAME PROPERTY WITHIN THE CITY OF DUBLIN OF BOTH THE RETAIL/OFFICE AND MEDIUM-HIGH DENSITY RESIDENTIAL DESIGNATIONS AS DEFINED IN THE DUBLIN GENERAL PLAN

Guiding Policy

- A. The City Council may apply to the same property within the City of Dublin both the Retail/Office and Medium-High Density Residential designations as defined in the Dublin General Plan.

Implementing Policies

- B. The location, extent, density and intensity of mixed use Retail/Office and Medium-High Density Residential development will be determined when studies indicate that:
 - 1. Services are available for the use.
 - 2. The site is suitable for a mixed-use development.
 - 3. The use supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.
 - 4. Proper roadways and roadway capacity are available.
 - 5. Mixed-use development would be compatible with adjacent land uses.

Table 2.4
POTENTIAL RESIDENTIAL SITES - PRIMARY PLANNING AREA
(AS OF MARCH 1992)

<u>Site</u>	<u>Sites* Map No.</u>	<u>Acres</u>	<u>Min.-Max. Units</u>	<u>General Plan Residential Designations</u>
Dublin Housing Authority, southwest portion of site	4	6+	36 to 84	Medium Density (6-14 du/ac)
Valley Christian Center	3	15+	90 - 210	Medium Density (6-14 du/ac)
Downtown Intensification Area	5	n/a	(200)	Estimate of units is tentative and could increase significantly if mid-rise, mixed-use buildings achieve market acceptance
Donlan Canyon	1	197	300	Medium High Density (14.1-25 du/ac)
			17	Low Density Single Family (.5-3.8 du/ac)
Hansen Hills Ranch	2	147	180	Low Density Single Family (5-3.8 du/ac)
TOTAL		370	723-787	

*Sites Map Numbers correspond to numbered areas on Figure 2-1: Sites for Housing Development

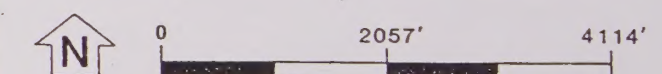
SITES FOR HOUSING DEVELOPMENT

Primary Planning Area

-  **Low Density Single Family Residential** (0.5 - 3.8 units per acre)
-  **Medium Density Residential** (6.1 - 14.0 units per acre)
-  **Medium-High Density Residential** (14.1 - 25.0 units per acre)

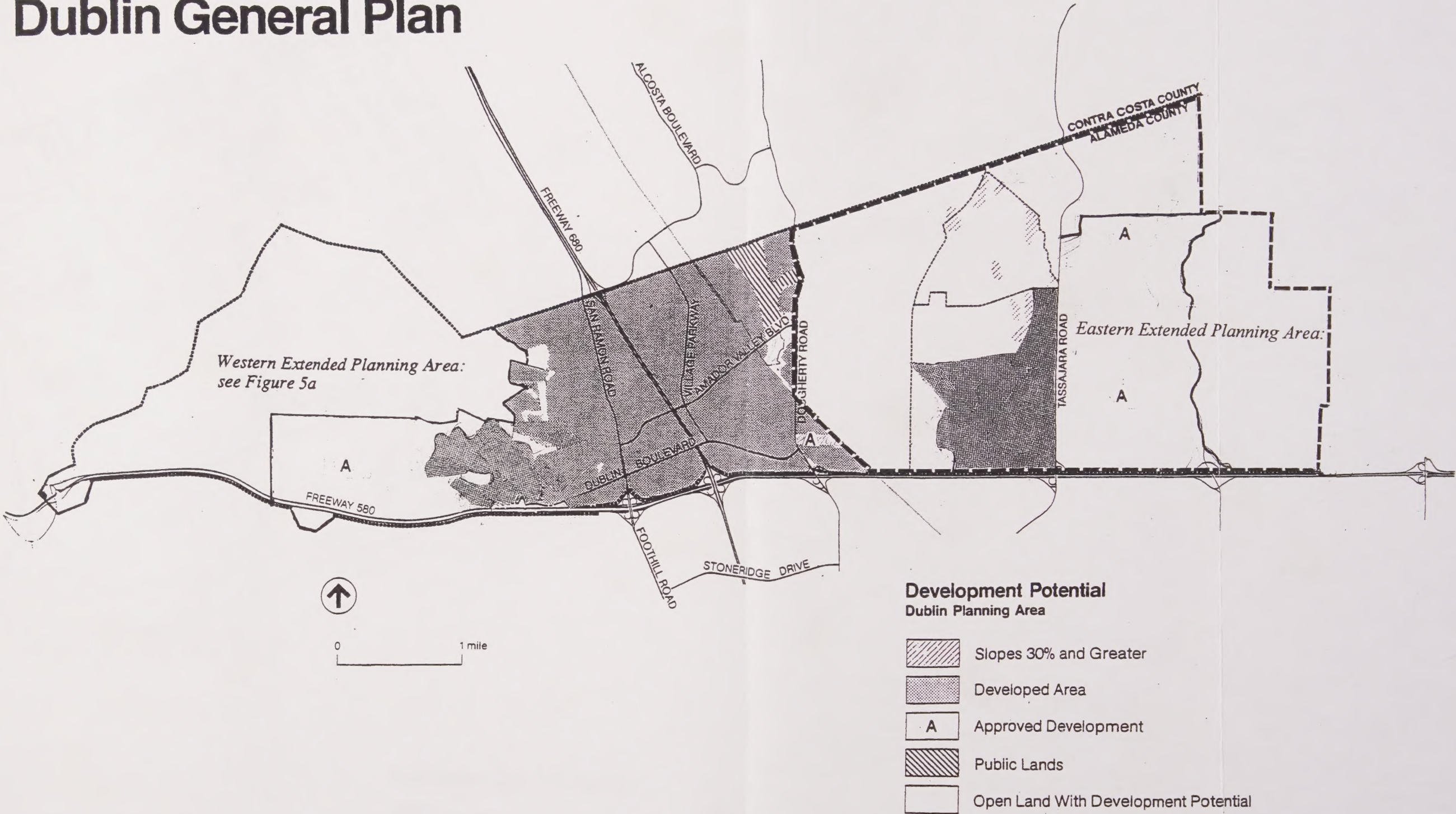
-  **Downtown Intensification Area**
-  **Dublin City Limit / Primary Planning Area Boundary**

NOTE: See Table on opposite page for description of numbered areas.



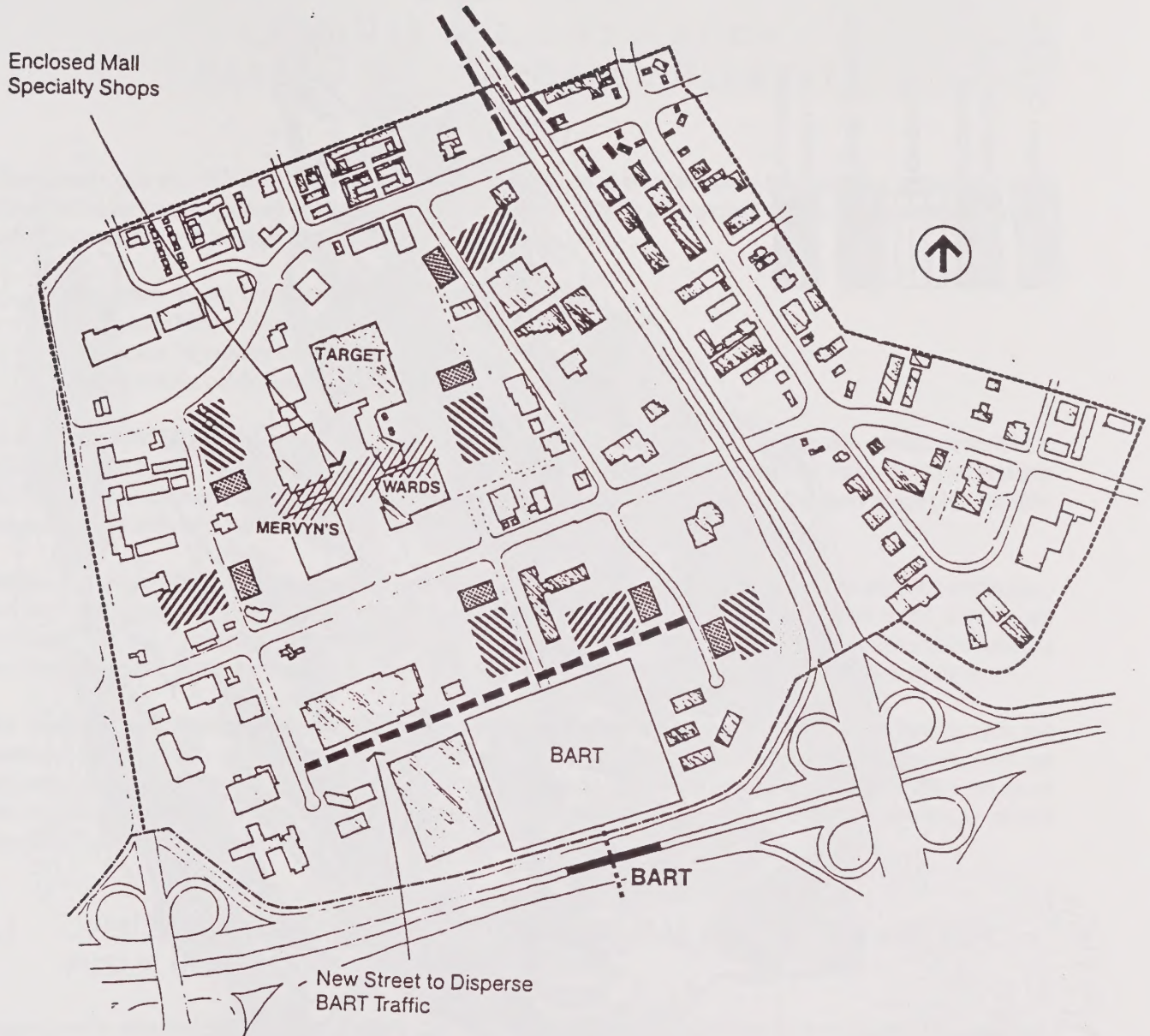
DUBLIN GENERAL PLAN
Revised February 1992

Dublin General Plan



Amended April 2002

Figure 2-2



Downtown Concept Sketch

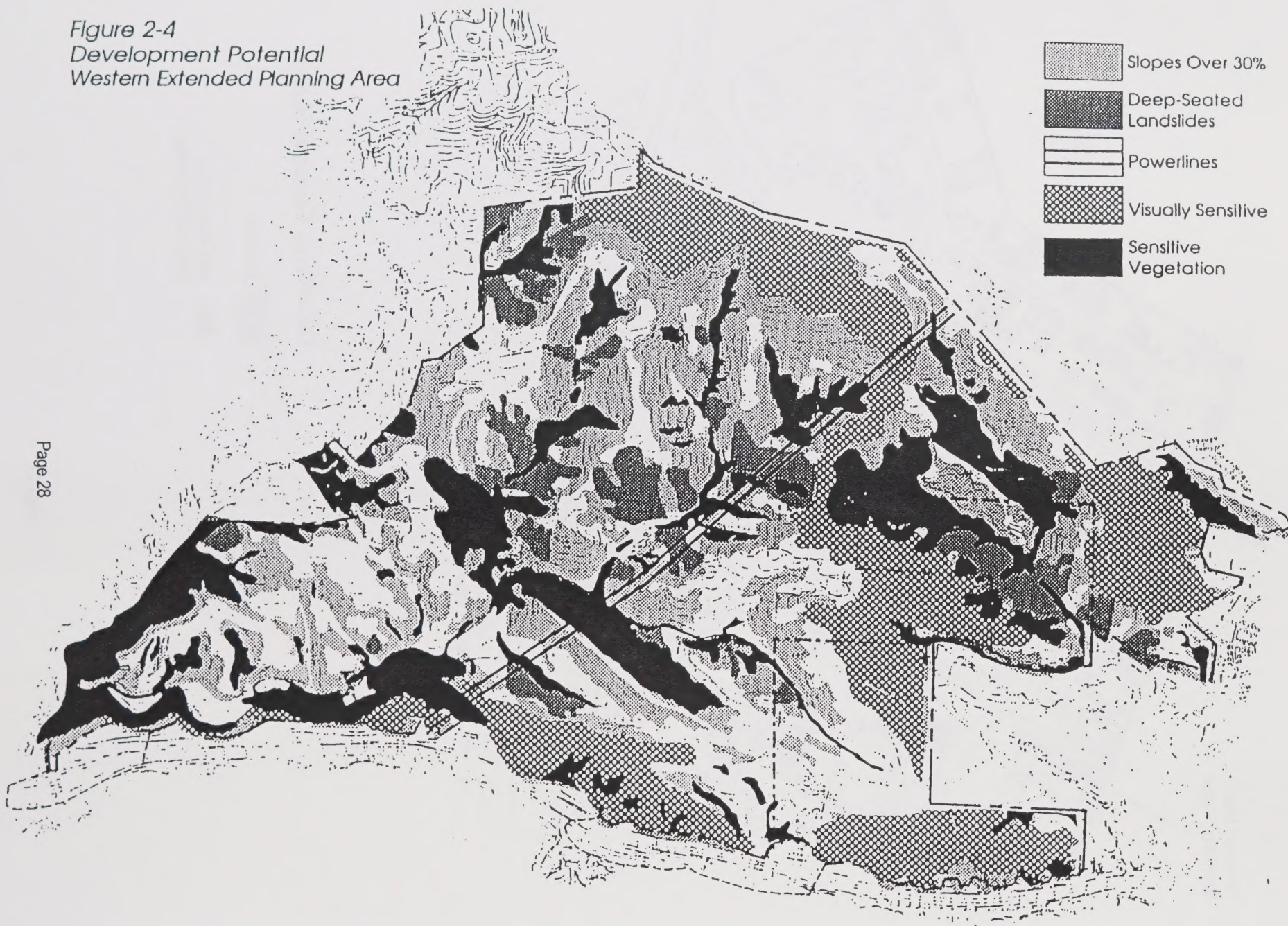


Parking



Mid-Rise Office
Ground Floor Retail

Figure 2-4
Development Potential
Western Extended Planning Area



CHAPTER 3

LAND USE AND CIRCULATION: PARKS AND OPEN SPACE ELEMENT

Government Code sec. 65302(a) requires land use elements to designate open space for recreation, agriculture, visual enjoyment and natural resources. Government Code sec. 65560 calls for an inventory of open space resources and for policies to preserve and manage four categories of open space lands:

1. Open space for the preservation of natural resources.
2. Open space for the managed production of resources.
3. Open space for outdoor recreation.
4. Open space for public health and safety.

Government Code sec. 65564 requires local open space plans to include action programs with specific programs to implement open space policies. Public Resources Code sec. 5076 requires that demand for trail oriented recreational uses be considered when developing the open space programs. It further requires that the open space plan consider integrating local trails with the state trails system.

Policies and programs to provide open space both within and apart from development projects are included in this parks and open space element. Related provisions to protect particular natural resources through open space planning are included in sec. 7.0, Conservation Element. Background information upon which open space and conservation policies are based is located in the corresponding Open Space and Conservation sections of the Technical Supplement.

The Government Code requires discussion of several resources which do not occur in the Dublin planning area and therefore, have not been analyzed. Accordingly, the open space plan for preservation of natural resources does not address ecological or scientific study areas, bays, estuaries, coastal beaches or lakeshores. Similarly, the open space plan for managed production of resources does not address bays, estuaries, marshes, commercial fisheries, or mineral deposits. Flooding is addressed in the Safety Element, Section 8.2.3.

3.1 OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES AND FOR PUBLIC HEALTH AND SAFETY

Subsequent to adoption of this general plan, the City began preparation of specific plans for the Extended Planning Area. These documents should be completed by the end of 1992. Refer to these documents for specific information on open space, parkland and recreation facilities in the Extended Planning Area.

Open space areas should be preserved for the protection of public health and safety, the provision of recreational opportunities, and the production of natural resources. Methods of preserving open space should be explored, including fee purchase, conservation and scenic easements, transfer of development rights, and special district financing.

Primary Planning Area and Extended Planning Area

Guiding Policies - Primary Planning Area/Eastern Extended Planning Area

A. Preservation of oak woodlands, riparian vegetation, and natural creeks as open space for their natural resource value is of the highest importance. Limited modifications may be permitted on a case-by-case basis with adequate mitigation to replace disturbed resources.

B. Generally, maintain slopes over thirty percent as permanent open space for public health and safety. Consider development in areas with slopes over 30 percent only if the area to be developed: 1) is less than three acres in size; 2) is less than 20 percent of a large developable area; and 3) is surrounded by slopes less than 30 percent.

Implementing Policies - Primary Planning Area/Eastern Extended Planning Area

C. Continue requiring reservation of steep slopes and ridges as open space as a condition of subdivision map approval.

D. Encourage an efficient and higher intensity use of the flat and gently sloping portions of the planning area as a means of minimizing grading requirements and potential impacts to environmental and aesthetic resources.

Western Extended Planning Area

Guiding Policies - Western Extended Planning Area

E. Development generally shall be confined to areas where slopes are under thirty percent, as part of an overall cluster development concept on approved development plans. Within projects proposing clustered development and ancillary facilities in the Western Extended Planning Area, land alteration on slopes over thirty percent may be considered where the following conditions are present:

1. Public health and safety risks can be reduced to an acceptable level.
2. Proposed land alteration would be necessary to achieve a basic public need, such as housing, recreation, street access, or public facilities.
3. Long-term visual qualities can be maintained for residents of Dublin and nearby communities.

F. Existing large stands of woodland and coastal scrub in the Western Extended Planning Area shall be protected wherever possible. Grassland sites shall be considered for development in preference to native shrub and woodland areas.

Implementing Policy - Western Extended Planning Area

G. As conditions of development project approval, require detailed tree surveys, protection measures for existing trees to remain, and replanting of native vegetation.

3.2 AGRICULTURAL OPEN SPACE

Extended Planning Area

Excluding parcels fronting on I-580, much of the Extended Planning Area is under Williamson Act Agreement (Government Code Section 51200, et. seq.), and Alameda County zoning sets minimum parcel size at 100 acres. Under the Williamson Act, property taxes are based on the agricultural value of land rather than its market value. The contract automatically renews each year for the new 10-year period unless the owner or the County gives notice of non-renewal.

Guiding Policy - Extended Planning Area

A. Lands currently in the Williamson Act agricultural preserve can remain as rangeland as long as the landowner(s) wish to pursue agricultural activities. The City does not support the cancellation of Williamson Act contracts, unless some compelling public interest would be served.

The urban land use designations in the General Plan Land Use Map illustrate ultimate (i.e. long-term) urban development potential, and do not represent a call for the cessation of agricultural activities. To pursue development of their property, any development proposal must be consistent with the General Plan and applicable specific plan policies for the site. A development application cannot be approved until a property owner has notified the applicable agency of the intent to cancel, or not renew, any prevailing Williamson Act contract on the subject property.

Implementing Policy - Extended Planning Area

B. Approval of development of agricultural land not under contract shall require findings that the land is suitable for the intended use and will have adequate urban services, and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under contract.

3.3 OPEN SPACE FOR OUTDOOR RECREATION

Dublin currently has three major outdoor recreational sites: the Dublin Sports Grounds (23 acres), Shannon Park and Community Center (10 acres), and Dublin Swim Center (3 acres). Additionally, there are five neighborhood parks totaling 21.75 acres (Dolan, Mape, Kolb, Stagecoach, and Alamo Creek) and 90 acres of undeveloped open space (Dougherty Hills). Refer to Figure 3-1 for location of park and open space areas. The need for recreation facilities will increase as population grows and new development occurs.

The City's existing trail network consists of bikeways located along Amador Valley Boulevard, Village Parkway, San Ramon Road and Dougherty Road.

The City has recently undertaken a Parks and Recreation Master Plan study which encompasses both the primary and extended planning areas. This plan updates and quantifies the City's need for recreation facilities. It is expected this plan will be completed in 1992. Readers should refer to this plan for additional information on city park and recreation facilities, as well as action and acquisition programs.

Guiding Policies

- A. Expand park area throughout the primary and extended planning areas to serve new development.
- B. Maintain and improve outdoor facilities in conformance with the recommendations of the City's Parks and Recreation Master Plan.

Implementing Policy

- C. Acquire and improve parklands in conformance with the priorities and phasing recommended in the City's Parks and Recreation Master Plan.

Guiding Policy

- D. Restrict structures on the hillsides that appear to project above major ridgelines.

The present undisturbed natural ridgelines as seen from the primary planning area and key travel corridors are an essential component of Dublin's appearance as a freestanding city ringed by open hills.

Implementing Policy

E. Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or major arterial streets (Dublin Blvd., Amador Valley Blvd., San Ramon Road, Village Parkway, Dougherty Road, Tassajara Road, Doolan Canyon Road, and the future Fallon Road extension).

Guiding Policies - Eastern Extended Planning Area

F. Provide active parks and facilities which are adequate to meet citywide needs for open space, cultural, and sports facilities, as well as the local needs of the Eastern Extended Planning Area.

G. Establish a trail system with connections to planned regional and sub-regional systems, including north-south corridors such as EBRPD's proposed trail along Tassajara Creek north to Mt. Diablo State Park.

H. Using the natural stream corridors and major ridgelines, establish a comprehensive, integrated trail network within the planning area that permits safe and convenient pedestrian and bicycle access within urban areas and between urban areas and open space areas.

Implementing Policy - Eastern Extended Planning Area

I. Work with LARPD to revise jurisdictional lines so that City of Dublin departments have jurisdiction over all parkland within the Dublin Sphere of Influence.

J. Require land dedication and improvements for the 25 parks designated in the General Plan for the Eastern Extended Planning Area. Collect in-lieu park fees as required by City standards.

K. Require land dedication and improvements for trails along designated stream corridors.

L. Require land dedication and/or public easement for ridgeline trail.

M. Confer with EBRPD regarding the potential for the District assuming responsibility for the design, construction, and maintenance of the Tassajara Creek trail corridor and parkway.

Guiding Policies - Western Extended Planning Area

N. Provide a north-south trail link across the Planning Area, as part of a regional trail network.

O. Create a local trail network which links large areas of permanent open space, while providing convenient access from nearby residential areas. Maximize visual exposure to open space, and provide multiple local physical access points to increase public enjoyment of open space.

P. Provide active recreation facilities to serve neighborhood residents.

Implementing Policy - Western Extended Planning Area

Q. In conjunction with development approvals, promote land dedication or reservation, and improvements for a ridgeline regional trail and other trail links.



COMMUNITY PARKS & FACILITIES - 36 acres

6 - Shannon Park & Community Center	10.00 acres
7 - Dublin Swim Center	3.00 acres
8 - Dublin Sports Grounds	23.00 acres

9 - Dougherty Hills Park	90.00 acres
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Page 33

CHAPTER 4

LAND USE AND CIRCULATION: SCHOOLS, PUBLIC LANDS, AND UTILITIES ELEMENT

Government Code sec. 65302(a) and (b) require that schools, public lands and public utilities be addressed in the land use and circulation elements. Dublin has included these three concerns in a separate element because they generate are operated by independent units of government, whereas most of the other development related concerns addressed in the statutes involve city regulation. Information supporting the schools, public lands and utilities policies is located in the Technical Supplement, sec. 2.3.

4.1 PUBLIC SCHOOLS

Enrollment in the Dublin Unified School District has been increasing since 1990 with a current enrollment of 3206 students. Currently, three K-5 schools (Nielsen, Murray and Frederiksen) one 6-8 school (Wells Middle School), one high school (Dublin High School, 9-12) and one continuation high school (Valley High School, 10-12) accommodate Dublin students.

Guiding Policies

- A. Cooperate with the Dublin Unified School District to ensure preservation of surplus sites compatible with surrounding land uses and Housing Element objectives.
- B. Cooperate with the Dublin Unified School District to ensure provision of school facilities in the Extended Planning Area.

Implementing Policies

- C. Initiate preparation of site plans or specific plans jointly with the Dublin Unified School District prior to sale.
- D. As a condition of project approval in the Extended Planning Area, it is required that logical and buildable school sites be offered for dedication according to the State's Board of Education guidelines and acceptable to the Dublin Unified School District.

This type of cooperation will achieve harmonious relationships between new development and existing residential areas and new park sites (See Open Space Element).

Guiding Policies - Eastern Extended Planning Area - Additional Policies

- E. Provide new elementary, middle, and high schools as needed to serve the future population of the extended planning area.
- F. Schools located within the city should be operated by the Dublin Unified School District.

Implementing Policies - Eastern Extended Planning Area - Additional Policies

- G. Require provision of school sites through dedication and/or developer fees. Establish appropriate mechanism

for funding development of school facilities.

H. Work with the Livermore Joint Unified School District to revise jurisdictional boundaries to best serve the needs of Dublin students.

4.2 PUBLIC LANDS

The Federal and County governments have large holdings in the Eastern Extended Planning Area that are vital to Dublin's image and its eastward expansion.

Guiding Policies

- A. Maintain communication with military administrators and congressional representatives to urge that Camp Parks Military Reservation be developed and operated as a good neighbor to Dublin.
- B. Require strict adherence to the land use provisions of the City-County Annexation Agreement for the Santa Rita Property owned by Alameda County Surplus Property Authority.

Implementing Policies

- C. Negotiate participation by Camp Parks Military Reservation in design of Dougherty Road improvements and establishment of a landscaped buffer strip.
- D. Negotiate reservation of an alignment for Dublin Boulevard extension across Camp Parks Military Reservation and Santa Rita land. Consult with the Federal and County governments concerning appropriate uses and development standards between Dublin Boulevard extension and 1-580.

4.3 SOLID WASTE

Historically, planning for solid waste disposal was conducted on a countywide basis. In 1989, however, the legislature passed AB 939, the California Integrated Waste Management Act. The Act completely reorganized the state's solid waste management planning process to require each jurisdiction to prepare a Source Reduction and Recycling Element and a Household Hazardous Waste Element. While these elements are not required to be part of a city's general plan, planning policy nevertheless should be guided by the elements since solid waste disposal is a necessary service for new development.

The City of Dublin currently has a Franchise Agreement with Oakland Scavenger Company for residential and commercial garbage collection. Solid waste is deposited at the Altamont Landfill.

The owners of the landfill are currently pursuing an expansion which would provide 350 million cubic yards. As of March 1992, estimated remaining capacity at the landfill is 24.5 million cubic yards. This is anticipated to provide landfill capacity for eight years. This assumes a countywide increase in the amount of solid waste disposed of at 0.8 percent per year.

Guiding Policy

- A. Ensure that adequate solid waste disposal capacity is available to avoid constraining development consistent with the Dublin General Plan.

Implementing Policies

- B. Continue to enforce the City Source Reduction and Recycling / Household Hazardous Waste Elements.
- C. Cooperate with Alameda County, as necessary, for adoption and implementation of the County Integrated Waste Management Plan.
- D. Prior to project approval, the applicant shall demonstrate that capacity will exist in solid waste disposal facilities for their project prior to the issuance of building permits.
- E. Large scale projects should be required to submit a plan that demonstrates how they will contribute toward the City's State mandated diversion requirement.

4.4 SEWAGE TREATMENT AND DISPOSAL

Sewage treatment and disposal capacity for the City of Dublin is limited. The existing Dublin San Ramon Services District (DSRSD) sewage treatment plant adjoining 1-680 in Pleasanton could be expanded to four times its present size, but the Livermore Amador Valley Water Management Agency (LAVWMA) pipeline that carries treated effluent from Livermore, Pleasanton and Dublin through Dublin Canyon to the Bay is nearing capacity. Currently, approximately 2,900 dwelling unit equivalents of wastewater capacity are available on a first-come, first-serve basis. The Tri-Valley Wastewater Authority is working to obtain additional capacity from the Central Contra Costa Sanitation District. If the capacity is obtained, approximately 59,000 dwelling unit equivalents of additional wastewater capacity would be available.

Guiding Policy

- A. Expand sewage treatment and disposal capacity to avoid constraining development consistent with the Dublin General Plan.

Implementing Policy

- B. Prior to project approval, developers shall demonstrate that adequate capacity will exist in sewage treatment and disposal facilities for their projects prior to the issuance of building permits

4.5 WATER SUPPLY

Dublin's water is distributed by Dublin San Ramon Services District (DSRSD), which purchases water from Zone 7 of the Alameda County Flood Control and Water Conservation District, which, in turn, imports it from three sources: State water project, local runoff from the Arroyo Del Valle watershed (stored in Lake Del Valle) and from natural recharge of the groundwater basin. DSRSD may seek water sources other than those listed above to meet future needs. The supply may run short in the 1990's if no new sources become available.

Guiding Policy

- A. Base General Plan proposals on the assumption that water supplies will be sufficient and that local wells could be used to supplement imported water if necessary.

Implementing Policy

- B. Consider obtaining water service from the East Bay Municipal Utility District and other sources.

4.6 ALAMEDA COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The management of hazardous wastes generated by our highly technological society has become one of the leading concerns of the City of Dublin. AB 2948 (Tanner, 1986) was signed into law to require each county to adopt a County Hazardous Waste Management Plan and for each city to incorporate the county plan into their general plans within a specified time period. The Alameda County Hazardous Waste Management Plan addresses the requirements of AB 2948 by conducting a planning process to develop a hazardous waste management program meeting Alameda County's projected needs and complying with state law, a plan which establishes goals and policies pertaining to the hierarchy of hazardous waste management strategies and a set of criteria for the siting of expanded or new offsite hazardous waste facilities.

Guiding Policies

- A. The City of Dublin shall encourage the reduction or elimination of hazardous wastes at the source site as the highest priority in the management of hazardous wastes.
- B. The City of Dublin shall make provisions for the location of offsite hazardous waste facilities in its community which meet the fair share needs of the City of Dublin and of Alameda County.

Implementing Policies

- C. The goals, policies, facility siting criteria and other provisions of the Alameda County Hazardous Waste Management Plan are incorporated herein by reference subject to the following provisions to the locational criteria of the plan:
1. Facilities for the land disposal of hazardous wastes or treatment residues are prohibited in the City of Dublin.
 2. Small-Scale Transfer and Storage facilities shall include household hazardous waste collection facilities.
 3. To assure that future and existing residential populations are adequately considered, the criteria for distances from facilities permitted by the plan shall be from the facilities to residential designated property.
 4. To assure that facilities are appropriately located with regard to major transportation routes, all sites for offsite hazardous waste facilities shall be directly served by streets meeting the City's industrial road standards and shall be accessible via Major and Arterial streets as designated by the General Plan.
 5. To provide an adequate level of public services and to assure an adequate margin of public safety, all facilities shall be adequately served by necessary public services as specified by the plan and shall be within a three (3) minute response time from the nearest fire station.
 6. To assure proper land use compatibility and adequate proximity to the waste generation stream, all offsite hazardous waste facilities shall be located in areas designated Business Park/Industrial: Outdoor Storage, Business Park/Industrial: Low Coverage, and Industrial Park on the General Plan.
- D. A violation of Zoning Ordinance Chapter 8.60, HAZARDOUS WASTE FACILITIES LOCATION PROCEDURE,

pertaining to the Alameda County Hazardous Waste Management Plan is deemed to be a violation of the Dublin General Plan. The General Plan determines that the implementation of the Alameda County Hazardous Waste Management Plan through the guiding and implementing policies of the General Plan and by means of Chapter 8.60 of the Zoning Ordinance is necessary to protect the public health, safety, and welfare.

CHAPTER 5

LAND USE AND CIRCULATION: CIRCULATION AND SCENIC HIGHWAYS ELEMENT

Government Code sec. 65302(b) requires that circulation elements include diagrams, policies and programs for existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities. The statute further requires that these circulation and public services features be correlated with the land use element. That is, the General Plan must propose circulation and public services adequate to meet the needs of the population planned for in the land use element.

Dublin's proposed road system for the Primary Planning Area is shown on Figure 1-1a, the General Plan map for Land Use and Circulation. Proposed transportation and roadway policies are presented below in this element. Information supporting the policies is located in the Technical Supplement, sec. 2.4, Circulation and Scenic Highways Element. The policies and standards in this element also pertain to the extended planning areas.

Proposed public utilities and facilities are addressed in sec. 3.0, the Parks and Open Space Element, and in sec. 4.0, the Schools, Public Lands, and Utilities Element. Information supporting these policies is located in the Technical Supplement, sec. 2.2, Open Space Element and sec. 2.3, Schools, Public Lands and Utilities Element.

The City of Dublin Circulation Plan was designed to comply with applicable regional transportation policies. The Tri-Valley Transportation Council's Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance prescribes the long-range transportation vision for the Tri-Valley area, and identifies specific transportation performance criteria for the member agencies (Alameda County, Contra Costa County, Danville, Dublin, Livermore, Pleasanton and San Ramon). The City of Dublin should use the Action Plan as a guideline in the development of its transportation system. This Circulation Element also identifies policies and criteria for streets not included in the Action Plan.

5.1 ROADWAYS

The roadway system was designed to accommodate traffic demand and minimize excessive delays and congested conditions during peak hours. The street design standards specify the width and other design features necessary to ensure there is sufficient roadway capacity to accommodate future travel on Dublin streets.

The most prominent features of Dublin's transportation network are Interstate 580 (which forms the southern boundary of the City) and Interstate 680 (which bisects Central Dublin). The interchange between these two freeways is currently being upgraded to improve the vehicle carrying capacity. Additionally, new freeway hook ramps are to be constructed on I-680 to improve access to the downtown area and the west Dublin BART station.

Vehicular traffic volumes on most arterial streets in Dublin are expected to increase steadily over the life of this General Plan. Projected vehicular growth is attributed primarily to extensive development activity expected in west and east Dublin and in the surrounding Tri-Valley area.

5.1.1 ROADWAY STANDARDS

Guiding Policies

- A. Design non-residential streets to (1) accommodate forecasted average daily traffic demand on segments

between intersections, (2) minimize congested conditions during peak hours of operation at intersections and serve a balance of vehicles, bicycles, pedestrians and transit.

B. Design residential collector streets, residential streets and cul-de-sacs to serve a balance of vehicular, bicycle and pedestrian traffic and to prevent misuse of residential areas by through vehicular traffic.

Implementing Policy

C. Design streets according to the standards set forth in paragraphs 1 through 7 below, as well as the listed Additional Design Criteria. If average daily traffic (ADT) is greater than the stated approximate maximum ADT, design the street to a higher functional classification. Exceptions to these standards may be granted by the Public Works Director/City Engineer if a finding(s) is made that the exception is consistent with all applicable circulation policies and does not compromise public safety or access. In addition, the required cross-section could be reduced (as approved by the Public Works Director/City Engineer) where existing adjacent development makes the full cross-section unfeasible.

1. ARTERIALS

	<u>Four-Lane</u>	<u>Six-Lane</u>	<u>Eight-Lane</u>
Design ADT	30,000	50,000	70,000
Minimum design speed	55 mph	55 mph	55 mph
Curb-to-curb	80' (includes a 16' median)	104' (includes a 16' median)	128' (includes a 16' median)
Right-of-way	104*	128*	152*
Maximum grade	7%	7%	7%
Sidewalk **	8' or 6'	8' or 6'	8' or 6'
Minimum curve radius	1,200' with 4% superelevation	1,200' with 4% superelevation	1,200' with 4% superelevation
Public service and landscaping easement	10' on each side of right-of-way	10' on each side of right-of-way	10' on each side of right-of-way

* When sidewalk is 8', an additional 1 foot of ROW will be added to the side containing the 8' walk.

** See sidewalk policy under "Additional Design Criteria" section of this plan.

An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. If on-street parking is to be permitted on roadways that are part of the bicycle circulation system, an additional 10 feet of paved width and right-of-way shall be provided.

The arterial streets are designed to distribute localized trips. Intersections with median openings shall be spaced no closer than 750 feet. In special circumstances, such as tee intersections, intersection spacing less than 750 feet may be allowed with the approval of the Public Works Director/City Engineer. Any other intersections without median openings may be approved by the Public Works Director/City Engineer. A raised median is required to separate the two directions of travel and to improve the visual appearance of the travel corridor.

Approaches to arterial intersections with Class I collectors as well as other arterials shall be widened in order to provide additional lanes for left-turn and right-turn movements.

Access to and from arterial streets from abutting commercial properties shall be controlled but not restricted. No direct vehicular or non-vehicular access from abutting residential homes is allowed. Parking on these streets shall be prohibited with the exception of emergency parking. Bike lanes shall be provided. Pedestrian crossings should be carefully selected to direct pedestrians to designated crossing points at signalized intersections.

A major portion of the roadway capacity of the arterials in East Dublin is required to serve future Contra Costa County residents. Although sufficient right-of-way should be preserved, construction of the full roadway width for these facilities should be completed only after the City has secured a fair-share financial agreement with the appropriate agency.

2. CLASS 1 COLLECTOR STREETS

Design ADT	27,000
Minimum design speed	45 mph
Curb-to-curb	76'
Right-of-way	92'
Maximum grade	8%
Minimum Curve Radius	1,100 with no superelevation
Public service and landscaping easement	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

Class I collector streets serve primarily to circulate localized traffic and to distribute traffic to and from arterials. Class I collectors are designed to accommodate four lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than arterials, and they have a continuous left-turn lane separating the two directions of traffic flow. For intersections of Class I collectors with arterials, additional right-turn lanes shall be provided on the Class I collector at a minimum; additional left-turn lanes shall be provided as determined by the Public Works Director/City Engineer. Typically, signalized intersections shall be spaced no closer than 750 feet. No direct vehicular or non-vehicular access from residential homes is allowed. An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. If on-street parking is to be permitted on roadways that are part of the bicycle circulation system, an additional 10 feet of paved width and right-of-way shall be provided.

Medians shall be striped in special cases if no abutting property access is allowed (minimum of one-quarter mile or one block); the width of the striped median can be reduced with approval of the Public Works Director/City Engineer.

Left-turns into driveways within 200 feet of an intersection measured from the limit line or the point of curb return shall be prohibited by a raised median.

3. CLASS II COLLECTOR STREETS

Design ADT	12,000
Minimum design speed	30 mph
Curb-to-curb	52'
Right-of-way	68'
Maximum grade	8% commercial, 12% residential
Minimum curve radius	450' with no superelevation
Public service and landscaping easement	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

Class II collector streets with two-way center turn lanes serve primarily to circulate localized traffic and to distribute traffic to and from arterials and collector streets. They are designed to accommodate two lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than Class I collector streets. This type of facility provides access to properties and circulation to residential neighborhoods. Minimum distance between intersections shall be 350 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create an adverse traffic condition.

Access to and from Class II collector streets from abutting properties shall be permitted at locations approved by the Public Works Director/City Engineer. No direct vehicular or non-vehicular access from residential homes is allowed. Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions. If a bike lane is provided and parking is retained, an additional 10 feet of paved width and right-of-way will be required to allow for a 10-foot widening of the roadway cross section. An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. Class II collector streets can be designed with a 40-foot curb-to-curb width with a design ADT of 15,000 if the street has no direct access between intersections.

4. RESIDENTIAL COLLECTOR STREETS

Design ADT	4,000
Minimum design speed	30 mph
Curb-to-curb	40' (34' single loaded)
Right-of-way	56' (47' single loaded)
Maximum grade	12%*
Minimum curve radius	450' with no superelevation
Public service and landscaping easement	5' on each side of right-of-way
Sidewalk	5'

*** Maximum grade up to 15% may be allowed under special conditions and approval by Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 1,000 foot segment shall not exceed 10%.**

Residential collector streets also circulate localized traffic as well as distribute traffic to and from arterials and other collectors to access residential areas. Residential collector streets accommodate low volume levels and the use of this facility as a carrier of through traffic should be discouraged by its design.

Minimum distance between intersections shall be 250 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create adverse traffic conditions.

Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions. If a bike lane is provided on this facility and parking is retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section.

Examples: York Drive, Vomic Road

5. INDUSTRIAL ROADS

Design ADT	4,000
Minimum design speed	30 mph
Curb-to-curb	52'
Right-of-way	68'
Maximum grade	7%
Minimum curve radius	450' with no superelevation
Public service and landscaping easement	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

These roads serve traffic within industrial development. Minimum distance between intersections shall be 300 feet unless otherwise approved by the Public Works Director/City Engineer. Turnaround curb radius shall be a minimum of 50 feet.

6. RESIDENTIAL STREETS

Design ADT	1,500
Minimum design speed	25 mph
Curb-to-curb	36' (32' single loaded)
Right-of-way	52' (45' single loaded)
Maximum grade	12% *
Minimum curve radius	200' with no superelevation
Public service and landscaping easement	5' on each side of right-of-way
Sidewalk	5'

*** Maximum grade up to 15% may be allowed under special conditions and approval by the Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 1,000 foot segment shall not exceed 10%.**

Residential streets circulate localized traffic as well as distribute traffic to and from arterials and collectors to access residential areas. Residential streets accommodate low volume levels and should not be used to carry through traffic.

Minimum distance between intersections shall be 150 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create an adverse traffic condition.

7. CUL-DE-SACS

Minimum design speed	25 mph
Curb-to-curb	34' (32' single loaded)
Right-of-way	50' (45' single loaded)
Maximum grade	12% *
Minimum curb radius	200' with no superelevation
Public service and landscaping easement	5' on each side of right-of-way
Sidewalk	5'

*** Maximum grade up to 15% may be allowed under special conditions and approval by the Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 600 foot segment shall not exceed 12%.**

Cul-de-sacs are designed for residential land uses. The length of cul-de-sacs shall not exceed 600 feet. The turnaround curb radius shall be a minimum of 40 feet.

Additional Design Criteria

1. No lane transition shall be allowed on horizontal curves except upon approval of the Public Works Director/City Engineer.
2. Horizontal curves shall be used for all horizontal changes of centerline direction. Vertical curves shall be used when change in grade exceeds 1%.
3. Sight distance on road knuckles across the inside corner should not be obstructed by landscaping and/or physical structures. Parking shall not be allowed on the inside curb from point of curb return (PCR) to PCR.
4. The angle between centerlines of intersecting streets shall be as nearly a right angle as possible, but in no case less than 70 degrees or greater than 110 degrees. Streets shall intersect only in tangent section. The tangent length shall extend a minimum of 200 feet and maximum grade of 6% from the point of curb return (PCR) on each leg of the intersection except as approved by the Public Works Director/City Engineer. The tangent length of 200 feet is not required for residential streets intersecting another residential or collector street if an adequate intersection sight distance is provided .
5. Intersection sight distance shall meet CalTrans Highway Design Manual criteria.
6. A minimum of one on-street parking space (20 feet) shall be provided along the frontage of each residential lot. However, in cases where the minimum on-street parking space requirement cannot be met, credit shall be given for surplus on-street parking along nearby lots upon approval of the Public Works Director/City Engineer. With approval of the Public Works Director/City Engineer, residential lots that provide three or more off-street parking spaces shall be exempt from this standard.
7. No gates or controlled access devices are allowed on any public street. Such gates or devices may be allowed on private streets upon approval of the Public Works Director/City Engineer, but in no case shall such devices cause traffic to back up onto a public street or right-of-way. Adequate area shall be provided for turnaround and visitor stopping. The gate operation shall ensure that emergency vehicles/services shall not be delayed.
8. Compound curves shall not be allowed.
9. All box-landscaped planters along a raised median shall be placed no closer than 3 feet from the face of the median curb.
10. Drainage systems along arterial roadways must be designed to maintain one unobstructed travel lane in each direction during a 100-year storm event.
11. Drainage systems along all streets must be designed to keep all travel lanes unobstructed during a 15-year storm event.
12. Sidewalk widths shall conform to the following standards:

8'	Commercial/heavy use areas
6'	Industrial areas
5'	Residential areas

The City Engineer/Public Works Director may allow exceptions to these standards (increases or decreases) based on pedestrian usage; in no case shall the sidewalk width be less than 5 feet.

13. Traffic controls will be considered to correct specific problems.

Guiding Policies

D. Reserve right-of-way and construct improvements necessary to allow streets to accommodate projected vehicular traffic with the least friction.

The Daily Projected Traffic Volumes map (Figures 5-1a and 5-1b) show existing and projected flows and lane requirements. The General Plan does not include more detailed street improvement proposals.

E. For Streets defined as Routes of Regional Significance in the Tri-Valley Transportation Council's Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance (hereinafter referred to as "the TVTC Action Plan," the City of Dublin is required to make a "good-faith effort" to maintain Level of Service (LOS) D ($V/C < 0.91$) on arterial segments and at intersections. If this Transportation Service Objective (TSO) is violated, the City can implement transportation improvements or other measures to improve level of service. If such improvements are not possible or are not sufficient, the City may refer the problem to the TVTC for joint resolution. In the event that the TVTC cannot resolve the violation to the mutual satisfaction of all members, Dublin may modify the level of service standard, but only if other jurisdictions are not physically impacted.

The Routes of Regional Significance within the City of Dublin are as follows: Dublin Boulevard, Dougherty Road, Tassajara Road, and San Ramon Road.

F. For streets that are not defined as Routes of Regional Significance in the TVTC Action Plan, to phase development and road improvements so that the operating Level of Service (LOS) for intersections in Dublin shall not be worse than LOS D.

Use the Tri-Valley Transportation Council Action Plan for Routes of Regional Significance as a guideline for making transportation policy decisions.

Implementing Policies

G. Connect existing north-south cul-de-sac streets near proposed Western Dublin BART station south of Dublin Boulevard (Amador Plaza Road, Golden Gate Drive and Regional Street) via the creation of Bray Way.

The proposed new street parallel to Dublin Boulevard is needed to serve intensive development of the adjoining commercial area and to distribute West BART station traffic to three Dublin Boulevard intersections and the I-680 freeway.

H. Design and construct all roads on the City's circulation system as defined on Figures 5-1a and 5-1b.

I. Seek funding agreement with Contra Costa County to designate the County's pro-rata "fair" share for ultimate improvements, including right-of-way, on regional facilities within the City of Dublin. Examples of such regional facilities include Tassajara Road, Fallon Road and Dougherty Road.

Development in Contra Costa County will contribute a significant amount of traffic to regional facilities within the City of Dublin; so the full cost should not be borne by Dublin users. Funding may be provided in part by the forthcoming Traffic Impact Fees under development by the City of Dublin, the County of Contra Costa County and/or the TVTC.

Eastern Extended Planning Area -- Additional Policies

Substantial urban development is projected for the Eastern Extended Planning Area. The roadway system has been

designed to accommodate traffic at buildout of the area according to the land use distribution and densities shown in the General Plan Land Use Map (Figure 1-1a). The system is structured around the existing north-south roads and freeway interchanges (Hacienda Drive, Tassajara Road and Fallon Road) and the extension of existing east-west roadways such as Dublin Boulevard and Gleason Drive. The roadway system also incorporates an east-west route called Central Parkway that extends the length of the planning area and connects the most intensively developed areas with the future Eastern Dublin BART station.

Guiding Policy

J. Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while encouraging pedestrian, bicycle, transit, and other non-automobile transportation alternatives.

Implementing Policies

K. Provide continuity with existing streets, include sufficient capacity for projected traffic, and allow convenient access to planned land uses.

L. Require the following major circulation improvements in the Eastern Extended Planning Area:

1. Extension of Dublin Boulevard from Dougherty Road to North Canyons Parkway.
2. Extension of Fallon Road north to connect to Tassajara Road.
3. Extension of Gleason Drive east to Fallon Road.
4. In cooperation with Caltrans and other affected jurisdictions, pursue widening of Interstate 580 to ten total lanes (8 through lanes and 2 auxiliary lanes) between Tassajara Road and Airway Boulevard.
5. Upgrade the Fallon Road interchange to the same standards as the Dougherty Road and Hacienda Drive interchanges (i.e., 3 through lanes in each direction across the overpass and a partial cloverleaf ramp system).
6. Provide local and collector streets for internal access to development areas throughout the planning area.

M. Provide potential for additional future roadway connections linking existing Dublin to the Eastern Extended Planning Area.

Street layout in the Eastern Extended Planning Area should facilitate future connection through Camp Parks to existing streets in Dublin, if and when the opportunity becomes available. Refer to applicable Specific Plans for policies, development standards, and more detailed discussion of the circulation system in the Eastern Extended Planning Area.

Western Extended Planning Area - Additional Policies

Guiding Policy

N. Provide an efficient circulation system for the Western Extended Planning Area, including linkage to the rest of the City, alternate transportation modes, and sensitivity to environmental concerns.

O. The primary access for the Schaefer Ranch sector of the Western Extended Planning Area shall be via Dublin

Boulevard and Schaefer Ranch Road. Other sections of the Western Extended Planning Area shall have primary access via the Eden Canyon interchange.

Implementing Policies

- P. Require the following major circulation improvements in the Western Extended Planning Area:
1. Extension of Dublin Boulevard to Schaefer Ranch Road.
 2. Collector streets to provide access to residential neighborhoods and non-residential uses, as identified in specific development plans.

5.1.2 FREEWAY ACCESS

The I-680 freeway was recently widened to eight lanes north of I-580; the I-580/I-680 interchange will be rebuilt as both freeways and the arterial street system experience heavy new demands from development in adjoining communities. A new interchange is needed on I-680 north of I-580.

Guiding Policy

- Q. Improve freeway access.

Implementing Policies

- R. Provide an additional interchange on I-680 north of I-580 to provide better access to the downtown area.
- S. Improve I-580 interchanges to serve planned growth.

Access to downtown from the north and south along Interstate 680 is needed at a point closer than Alcosta Boulevard. Additional capacity at existing interchanges on I-580 is needed to serve East Dublin travel demands.

5.2 TRANSIT

Figures 5-2a and 5-2b illustrate existing and future transit routes. BART currently operates several bus lines linking the Tri-Valley to Hayward, Bayfair, and Walnut Creek, BART rail stations and providing limited local transit service.

The East Dublin/Pleasanton BART Station will be completed as part of the BART Extension currently under construction. Ultimately, a second BART Station serving western and central Dublin will be completed. Following completion of this extension, it is expected that BART Bus service to the Hayward and Bayfair BART stations may be discontinued.

The Wheels bus system currently serves Pleasanton, Dublin and Livermore. There are 11 bus routes offering weekday commute, off-peak and Saturday service. The Contra Costa County Connection Bus Service provides the 121 Route along the I-680 corridor. This route extends through Dublin on Village Parkway, Dublin Boulevard, and San Ramon Road to Stoneridge Mall in Pleasanton.

Guiding Policies

- A. Support a downtown West Dublin BART station.

- B. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.

Implementing Policy

- C. Urge BART cooperation in maintaining standards for review of public and private improvements in the vicinity of BART stations that take account of both future traffic needs and development opportunities.

Guiding Policy - Eastern Extended Planning Area

- D. Support the development of a community that facilitates and encourages the use of local and regional transit systems.

Implementing Policies - Eastern Extended Planning Area

- E. Encourage higher densities and mixed-use developments near major transit lines and transit transfer points as a means of encouraging the use of public transit. This type of transit-oriented development is especially encouraged along Central Parkway and near the east Dublin BART station.
- F. Capitalize on opportunities to connect into and enhance ridership on regional transit systems including BART, LAVTA, and any future light rail systems.

5.3 SOUTHERN PACIFIC RAILROAD TRANSPORTATION CORRIDOR

Track has been removed from the San Ramon Branch line between Pleasanton and Pleasant Hill. Previous studies have proposed future use for light rail transit or a busway.

Guiding Policies

- A. Support preservation along the Southern Pacific right-of-way between the East Dublin BART station and Dougherty Road and along the east side of Dougherty Road from the Southern Pacific right-of-way to the northern City limit as a potential transportation corridor.
- B. Consider potential recreational use in conjunction with transportation use.

Committed development will require additional transportation capacity in the San Ramon Valley corridor; therefore, all options should be kept open.

5.4 BIKEWAYS

Guiding Policy

- A. Provide safe bikeways along arterials (See Figures 5-3a and 5-3b).

Implementing Policy

- B. Complete the bikeway systems illustrated on Figures 5-3a and 5-3b.

5.5 TRUCK ROUTES

Guiding Policy

- A. Designate and accommodate truck routes to minimize noise nuisance on residential arterial streets.

Implementing Policies

- B. Strive to restrict "through" trucks (defined as trucks with both origins and destinations outside the City limits) in the City.
- C. Take advantage of opportunities to provide long-term truck parking facilities.

5.6 SCENIC HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the routes from which people traveling through Dublin gain their impression of the City; therefore, it is important that the quality of views be protected.

In the Eastern Extended Planning Area, Tassajara Road and Doolan Road are designated as scenic corridors by Alameda County. It is the City's intention that Fallon Road will also be designated as a scenic route once it is extended north to connect with Tassajara Road.

Guiding Policy

- A. Incorporate County-designated scenic routes, and the proposed Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.

Implementing Policy

- B. Exercise design review of all projects visible from a designated scenic route.

5.7 FINANCING ROAD IMPROVEMENTS

The City has a five year Capital Improvement Program (CIP) that includes a section on streets. The current CIP lists approved street improvement projects along with estimated costs and financing schedules. The moneys to fund these projects come from several sources including the City's operating budget, state/federal funds, development fees, grants and loans. (A copy of the current Dublin CIP is available from the City Manager's Office.)

Currently, development plans are being formulated for the eastern and western portions of the City. Construction of necessary roads will be funded by the developers. Developer Traffic Impact Fee (TIF) requirements will also be assessed to fund city roadway projects that will be impacted by traffic from developments in the extended planning areas as well as in the Downtown. The East Dublin TIF has been finalized; the Downtown TIF is currently being finalized. A regional TIF is currently under study by the Tri-Valley Transportation Council (TVTC). These fee programs are available from the Public Works Department.

Guiding Policy

- A. Continue the city's program of requiring developers to contribute fees and/or improvements to help fund off-site improvements related to their projects.

LEGEND

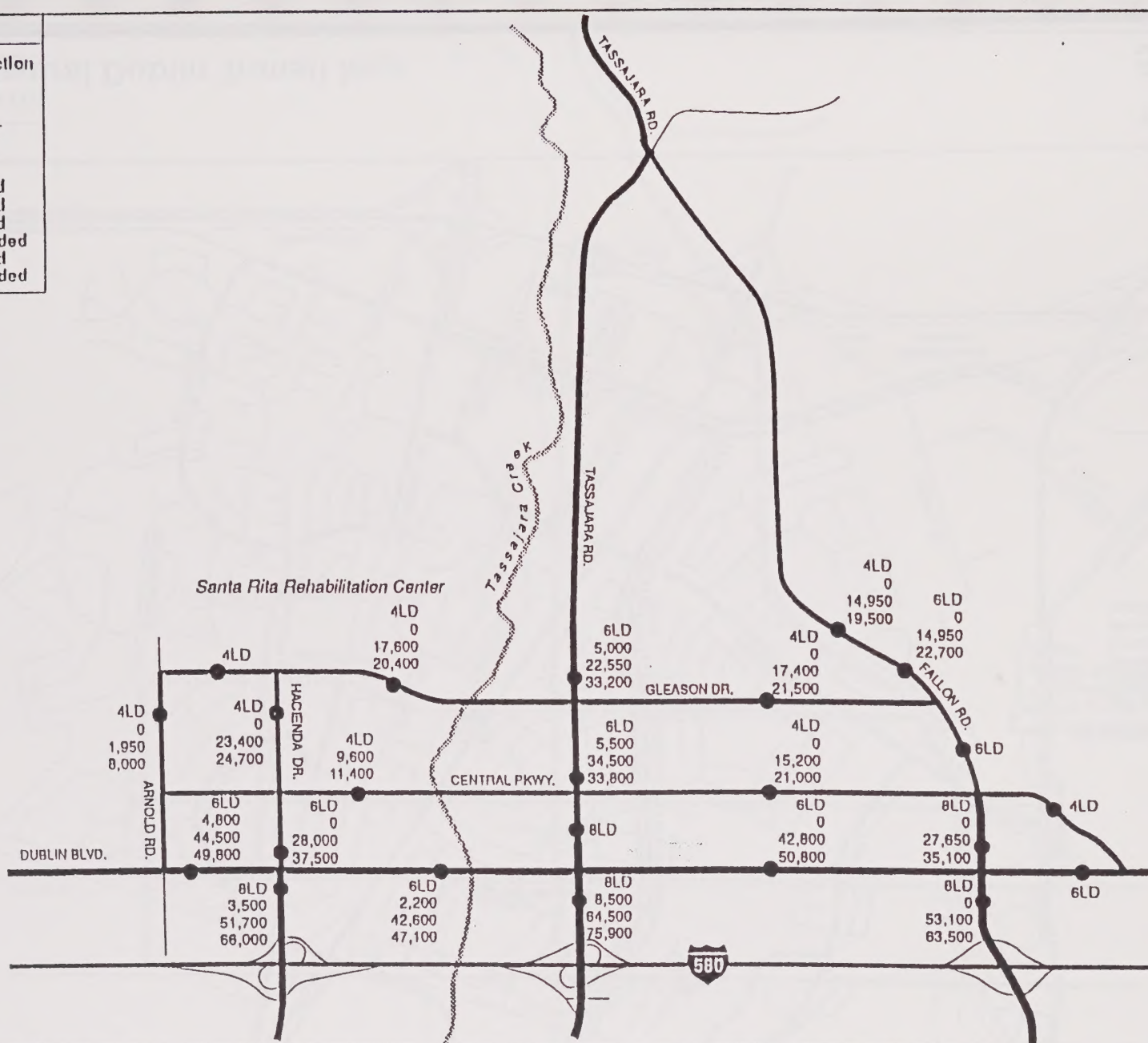
4LD	Freeway Section
19,000	Existing ADT
22,000	2010 ADT
	Freeway
	8-lane divided
	6-lane divided
	4-lane divided
	4-lane undivided
	2-lane divided
	2-lane undivided



Dublin General Plan
West and Central Dublin 1996 Existing and 2010
Daily Projected Traffic Volumes

Figure
5-1a





North
Not to Scale

Dublin General Plan East Dublin Existing and 2010 Projected Traffic Volumes— 2010 and Beyond Network

Figure
5-1b



LEGEND

- ■ — Wheels Service
- The County Connection
- BART Express
- Transit Corridor

Page 52



City of Dublin
West and Central Dublin Transit Map

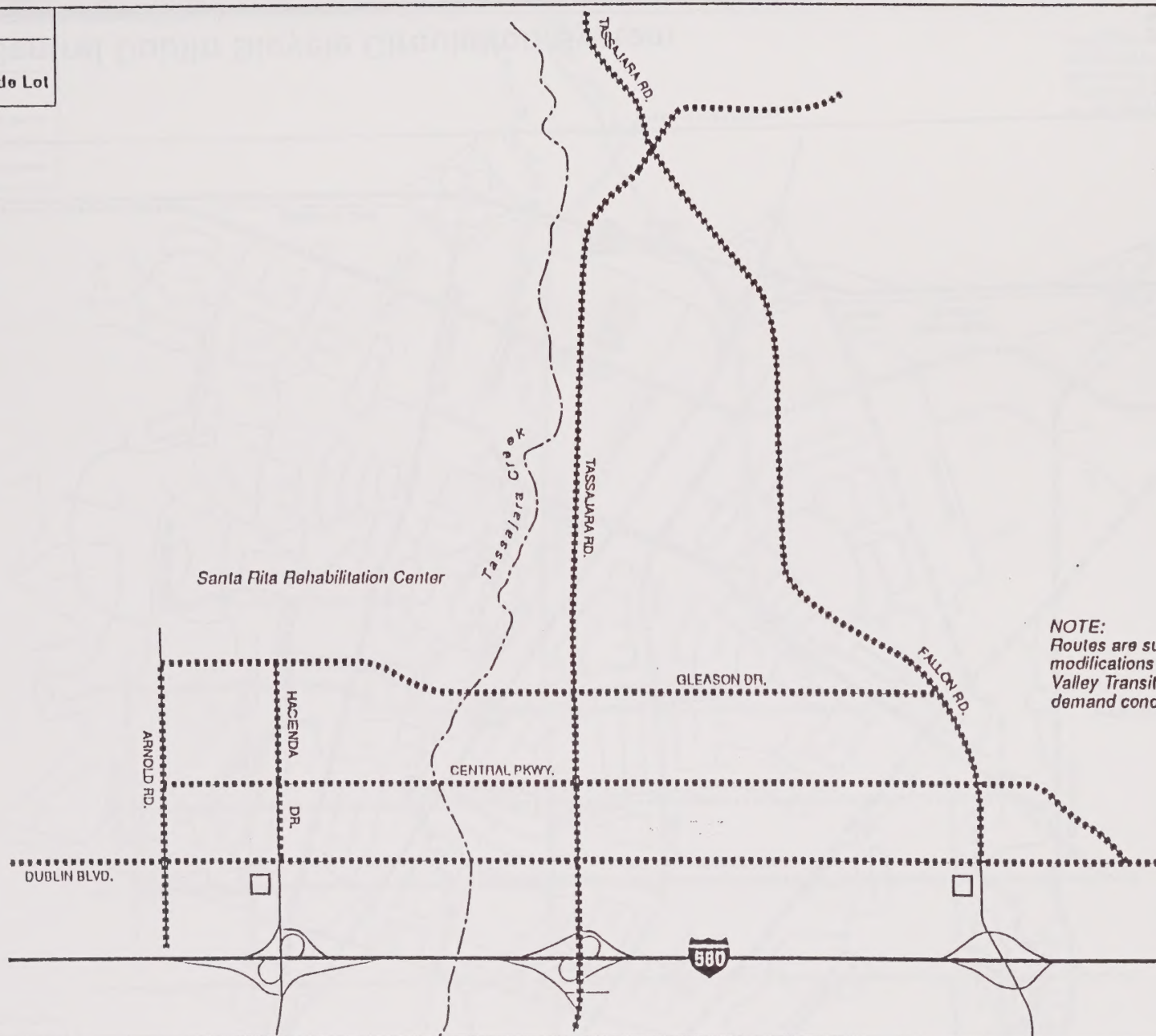
Figure
5-2a



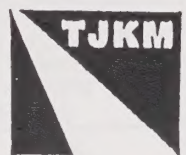
LEGEND

..... Bus Route

□ Park-and-Ride Lot

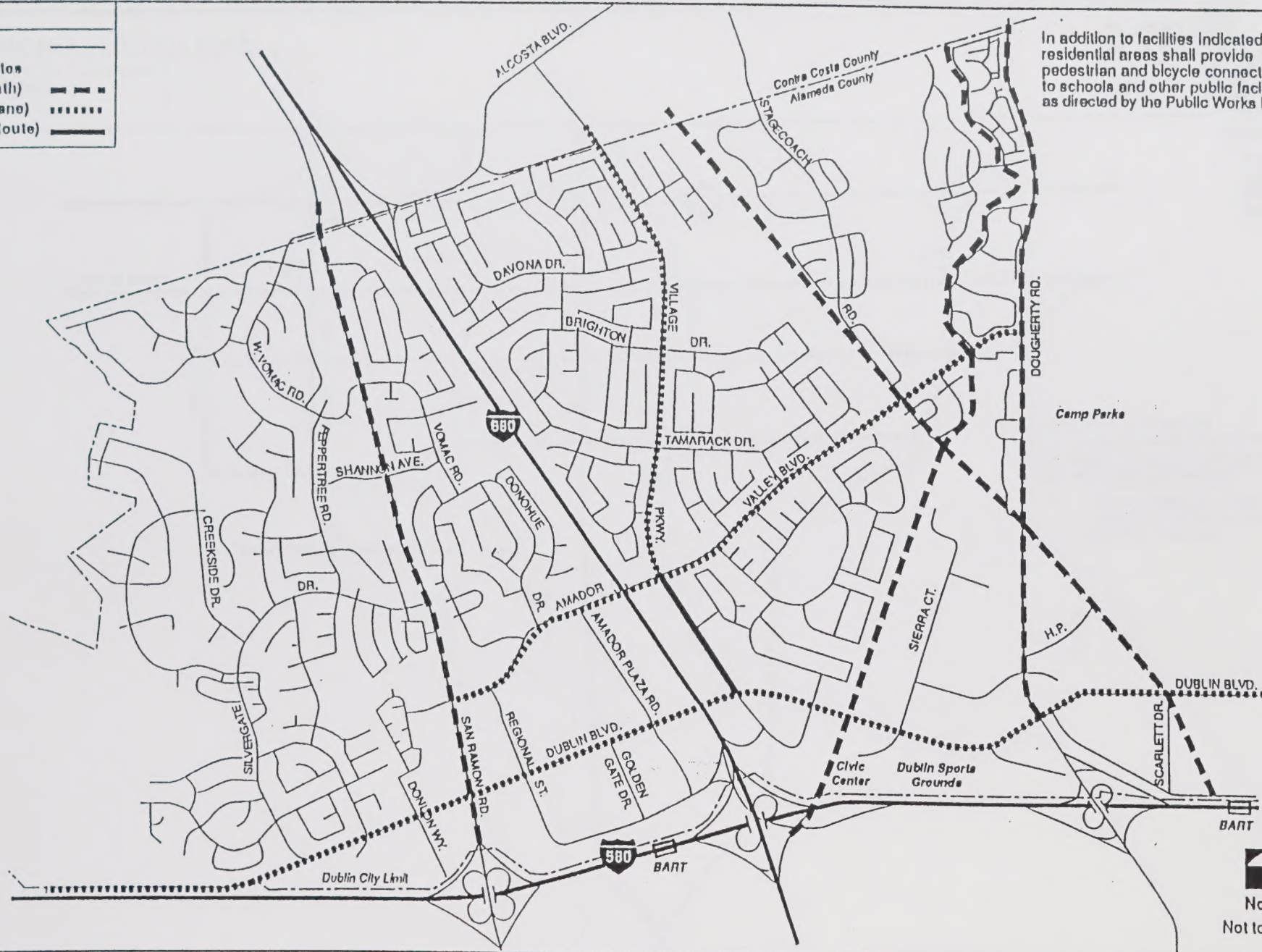


NOTE:
 Routes are subject to periodic
 modifications by the Livermore/Amador
 Valley Transit Authority (LAVTA) as
 demand conditions warrant.



LEGEND	
Roadway	—
Bicycle Routes	
Class I (Path)	— — — — —
Class II (Lane)	
Class III (Route)	— — — — —

In addition to facilities indicated, residential areas shall provide pedestrian and bicycle connections to schools and other public facilities as directed by the Public Works Director.



City of Dublin
West and Central Dublin Bicycle Circulation System

Figure
5-3a



LEGEND

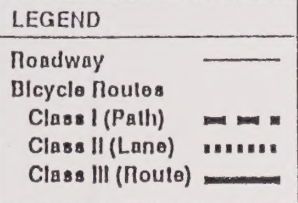
Roadway	—————
Bicycle Routes	
Class I (Path)	▬ ▬ ▬
Class II (Lane)	▬ ▬ ▬ ▬ ▬
Class III (Route)	▬ ▬ ▬ ▬ ▬ ▬ ▬

LEGEND

Roadway	—————
Bicycle Routes	
Class I (Path)	▬ ▬ ▬
Class II (Lane)	▬ ▬ ▬ ▬ ▬
Class III (Route)	▬ ▬ ▬ ▬ ▬ ▬ ▬

LEGEND

Roadway	—————
Bicycle Routes	
Class I (Path)	▬ ▬ ▬
Class II (Lane)	▬ ▬ ▬ ▬ ▬
Class III (Route)	▬ ▬ ▬ ▬ ▬ ▬ ▬



LEGEND

Roadway	—————
Bicycle Routes	
Class I (Path)	▬ ▬ ▬
Class II (Lane)	▬ ▬ ▬ ▬ ▬
Class III (Route)	▬ ▬ ▬ ▬ ▬ ▬ ▬

CHAPTER 6

HOUSING ELEMENT

The current Housing Element, which was updated in 1990, is contained in a separate document. This document entitled "City of Dublin General Plan Housing Element" is available from the City of Dublin Planning Department.

CHAPTER 7

ENVIRONMENTAL RESOURCES MANAGEMENT CONSERVATION ELEMENT

Government Code sec. 65302 (d) requires that conservation elements plan for the conservation, development and use of natural resources. The statute lists resources that must be included and suggests other resources that may be included in the element. Finally, the statute specifically requires that countywide and any other water development, control, or conservation agencies be included in the element's water analysis.

Dublin's Conservation Element addresses the following statutorily required elements: water resources, agricultural and other soils, rivers and streams, and wildlife habitats. Other important resources discussed in this element are air quality and archaeological and historical resources. Many conservation related resources are also important in the context of other elements. For example, agricultural and other open spaces are discussed in sec. 3.0 Parks and Open Space and sec. 4.0 Schools, Public Lands and Utilities Elements. Soil conditions related to earthquakes and flood hazard from local streams are discussed in sec. 8.0 Seismic Safety and Safety Element. Each of these element's counterparts in the Technical Supplement may also be consulted for information and background on resource related planning policies.

Still other statutorily required resources do not occur in Dublin's planning area and are therefore not discussed. Specifically, Dublin is an inland city which contains no artificial or natural harbors. Likewise, the planning area contains no fisheries or mineral extraction areas.

Air quality and wastewater disposal have been the Tri-Valley's most difficult conservation issues affecting urban growth, even with construction of the Livermore Amador Valley Wastewater Management Association (LAVWMA) pipeline, and significantly improved air quality. The extent of anticipated development now draws greater attention to other conservation issues -- conversion of agricultural land to urban uses; loss of open space; hazards posed by development in steep and landslide prone areas; increased runoff; and erosion and stream siltation. Additionally, the prospect of renewed or intensified air quality and sewage disposal problems accompanies plans approved or under consideration that would result in up to 200,000 jobs in the Tri-Valley.

The planning area includes three zones that are distinct in terms of topography, vegetation, and soils. The urban area within the city's borders and the undeveloped area just north of I-580 east of Tassajara Road form part of the flat valley floor. The land east of Camp Parks Military Reservation and Santa Rita Rehabilitation Center and south of the county line consists of grassy rolling hills with occasional steep slopes, and the westernmost part of the planning area is composed of ridglands covered primarily by grasslands with oak and woodlands on steep slopes and in winding canyons. (These zones are referred to below as the valley, eastern hills, and western hills portions of the planning area, respectively).

The western hills form part of the ridglands extending from Contra Costa to Santa Clara counties, established as an area of regional significance by a 1980 National Parks Service study. The ridglands have been the subject of preservation efforts over the years, and also have been protected by the difficulty of development on the steep slopes and ridges. The ridglands of the western hills are characterized by grazing land and good quality woodland and forest habitats with high natural resource values. Perhaps most important, the western hills form part of a greenbelt that rings the Bay Plain, preventing continuous urban spread.

An open space corridor, centered on the main ridgeline in the Western Extended Planning Area, is included in the General Plan. This open space corridor will incorporate visually-prominent ridglands, as well as woodland and coastal scrub habitat. A north-south regional trail will provide access to this area for hiking and nature study.

EASTERN EXTENDED PLANNING AREA

The eastern hills are not as valuable as the western hills for habitat resources. Productive agricultural soils are likewise limited; the Eastern Extended Planning Area does not include prime agricultural land or farmlands of Statewide importance. At best, the forage produced in the planning area is of some local importance. Throughout the northern, central, and eastern portions of the Eastern Extended Planning Area, much of the land is under Williamson Act contracts that prohibit development for a minimum of ten years while providing tax advantages to landowners. In recent years, a number of landowners have not renewed their contracts, which means that substantial area will be available for development in less than 10 years.

7.1 STREAM CORRIDORS AND RIPARIAN VEGETATION

The primary planning area is in the Livermore drainage unit of the Alameda Creek watershed. Of the many streams in this drainage area, one flows through the City -- Alamo Creek. The creek runs along the eastern side of Dublin near Dougherty Road. A major portion of the creek is channelized, and remaining sections have mostly been improved as a result of subdivision developments.

The Extended Planning Area lies within other watersheds. Several significant streams traverse the Extended Planning Area -- Hollis Canyon and Martin Canyon Creeks in the western hills and Tassajara and Cottonwood Creeks in eastern Dublin. Refer to the following documents for information on these water courses (available from the City Planning Department):

Western Dublin Environmental Setting - November 27, 1989.

Western Dublin Final Environmental Impact Report - May 1992.

Eastern Dublin Environmental Setting - November 1988

Eastern Dublin Specific Plan, General Plan Amendment, and Environmental Impact Report - 1994.

Extensive areas of riparian vegetation are located along stream courses in the Western Extended Planning Area. This riparian woodland has importance to wildlife in the area. Considerable damage to riparian areas has resulted from intensive grazing.

Guiding Policies

- A. Protect riparian vegetation as a protective buffer for stream quality and for its value as a habitat and aesthetic resource.
- B. Promote access to stream corridors for passive recreational use and to allow stream maintenance and improvements as necessary, while respecting the privacy of owners of property abutting stream corridors.

Implementing Policies

- C. Enforce watercourse ordinance in developed areas of city.
- D. Require open stream corridors of adequate width to protect all riparian vegetation, improve access, and prevent flooding caused by blockage of streams.
- E. Require revegetation of creek banks with species characteristic of local riparian vegetation, where construction requires creekbank alteration.

Additional Guiding Policy - Western Extended Planning Area

- F. While alteration of riparian vegetation will be necessary in some situations, special consideration shall be given to protection or enhancement of riparian woodland in the Western Extended Planning Area.

7.2 EROSION AND SILTATION CONTROL

Guiding Policies - Primary Planning Area and Eastern Extended Planning Area

- A. Maintain natural hydrologic systems.
- B. Regulate grading and development on steep slopes.

Implementing Policies - Primary Planning Area and Eastern Extended Planning Area

- C. Enact and enforce erosion and sedimentation ordinance establishing performance standards in relation to maintenance of water quality and protection of stream courses.
- D. Enact ordinance requiring on-site runoff control.
- E. Review development proposals to insure site design that minimizes soil erosion and volume and velocity of surface runoff.
- F. Restrict development on slopes of over 30 percent.
- G. Development projects shall comply with the requirements of the Urban Runoff Program.

Guiding Policies - Western Extended Planning Area

- H. Maintain natural hydrologic systems. Contain any net increase of runoff onsite or with approved offsite measures.
- I. Regulate grading and development on steep slopes, with special concern for potential problems of erosion and siltation.

Implementing Policies - Western Extended Planning Area

- J. Require erosion control plans for proposed development. Erosion control plans shall include recommendations for preventing erosion and scour of drainageways, consistent with biological and visual values.
- K. In general, restrict areas of steep slopes (more than 30%) to permanent open space, as part of an overall cluster development concept on approved plans. Any development in otherwise restricted areas shall require substantial mitigation which has considerable benefit to the community, in keeping with the standards of General Plan Policy 3.1.E.
- L. Development projects shall comply with the requirements of the Urban Runoff Program.

7.3 OAK WOODLANDS

Most of the oak woodland within the Dublin Planning Area is concentrated in the Western Extended Planning Area. In addition to California live oaks, other species such as laurel are a vital part of this plant community. This woodland has important visual and biological qualities.

Guiding Policy - Primary Planning Area and Eastern Extended Planning Area

- A. Protect oak woodlands.

Implementing Policies - Primary Planning Area and Eastern Extended Planning Area

- B. Require preservation of oak woodlands. Where woodlands occupy slopes that otherwise could be graded and developed, permit allowable density to be transferred to another part of the site. Removal of an individual oak tree may be considered through the project review process.
- C. Develop a heritage tree ordinance.

Guiding Policies - Western Extended Planning Area

- D. There shall be an emphasis on preservation of oak woodland in the Western Extended Planning Area. Development shall be clustered in grassland areas wherever possible, in order to protect existing trees. However, as part of comprehensive planning for development in this area, some oak woodland may need to be removed. Removal of oaks shall be allowed only after all feasible site planning efforts have been made to preserve trees.
- E. Any removed trees shall be replaced, and existing trees to remain shall be protected.

Implementing Policies - Western Extended Planning Area

- F. Require effective replacement of existing trees which are scheduled for removal.
- G. Require detailed protection measures for trees to remain.

7.4 AIR QUALITY

Implementing Policy

- A. Request the Bay Area Air Quality Management District to establish an air quality monitoring station in Dublin.

Information on localized carbon monoxide problems will not be available unless monitoring is conducted within the city.

7.5 AGRICULTURAL LANDS

Guiding Policy

- A. Prevent premature urbanization of agricultural lands. (See Open Space policies, Section 7.7)

Implementing Policy

- B. Approval of urban development shall require findings that the land is suitable for the pro-posed use and will have adequate urban services; and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under Williamson Act contract.

7.6 ARCHAEOLOGIC AND HISTORIC RESOURCES

Guiding Policies

- A. Preserve Dublin's historic structures.

Seven sites in or near the Dublin Planning Area are listed in the California Archaeological Inventory, Northwest Information Center, at Sonoma State University including the church and school on the grounds of the heritage park. As many as a dozen potentially significant historic and prehistoric sites have been identified in the Eastern Extended Planning Area.

- B. Follow State regulations -- Public Resources Code Section 21083.2 regarding discovery of archaeological sites, and Historical Resources, as defined in Section 5020.1 of the Public Resources Code.

7.7 OPEN SPACE MAINTENANCE / MANAGEMENT

Acquisition of existing open space areas has been accomplished through Planned Developments and subdivision approvals. Since the existing City is mostly built out, there will be no additional major areas set aside for open space.

In the Western and Eastern Extended Planning Areas, substantial areas of open space will be designated for open space. Refer to the Eastern Dublin Specific Plan for additional information. The Specific Plan for Eastern Dublin contains designated areas of open space and mechanisms for maintenance and management.

In addition, the City's Park and Recreation Master Plan contains information on open space acquisition and maintenance.

Guiding Policy

- A. Require open space management and maintenance programs for open space areas established through subdivisions and Planned Development districts. Programs should include standards to ensure control of potential hazards; appropriate setbacks; and management of the open space so that it produces a positive and pleasing visual image.

Implementing Policies

- B. Require that land designated and offered as open space in conjunction with development approval be permanently restricted to open space use by recorded map or deed.
- C. Require revegetation of cut and fill slopes.
- D. Require use of native trees, shrubs and grasses with low maintenance costs in revegetation of cut and fill slopes.

E. Access roads (including emergency access roads), arterial streets and collector streets that must pass through open space areas shall be designed to minimize grading to the maximum extent possible, so as not to damage the ecological and/or aesthetic value and characteristics of the open space area. (See also Implementing Policy H below.)

F. Prohibit development within designated open space areas except that designed to enhance public safety and the environmental setting.

G. Promote inclusion of hiking, bicycling, and/or equestrian trails within designated open space areas.

Supplementary Implementing Policy - Eastern Extended Planning Area

H. Due to difficult terrain, some damage to ecological and aesthetic values may result from construction of streets and emergency access roads in the Extended Planning Area. These roads shall be designed to incorporate feasible measures which minimize adverse effects on visual and biological resources.

CHAPTER 8

ENVIRONMENTAL RESOURCES MANAGEMENT: SEISMIC SAFETY AND SAFETY ELEMENT

8.1 SEISMIC SAFETY

Government Code sec. 65302(g) requires safety elements to propose policies and programs to protect communities from unreasonable seismic, geologic, flooding and fire risks. The statute requires that seismic and geologic hazard areas be mapped. It also requires the element to address evacuation routes, peakload water supply, minimum road widths and structural clearances for geologic and fire hazards identified in the element.

Accordingly, Dublin's Seismic Safety Element assesses the risk of ground shaking, rupture, and failure due to earthquakes. The element discusses landslide, subsidence and liquefaction hazards. It also discusses flooding, and urban and wildland fires. Related discussion and analysis of these hazards is located in the Technical Supplement, sec. 4.1 Conservation Element and sec. 4.2 Seismic Safety and Safety Element.

The planning area offers examples of most of the geologic hazards commonly found in California, but only two -- downslope movement (mainly landslides) and earthquake fault surface rupture -- are significant constraints on the location of urban development. Downslope movement includes landslides, rockfalls, debris flows, and soil creep. Factors affecting downslope movement are groundwater, rock and soil type, slope angle, propensity to erosion, seismic activity, vegetation, and grading or other human alterations.

The Calaveras Fault is the major active fault in the planning area with rupture potential and runs parallel to and just west of San Ramon Road. The Pleasanton Fault, near the west edge of Camp Parks, is difficult to locate precisely. The State has established Alquist-Priolo Special Studies Zones along both faults, requiring detailed studies of rupture hazards prior to construction.

Few potential building sites within the City of Dublin or the extended planning area are without geologic impact or hazard. The hazard may be actual, such as an active landslide or proximity to an active fault, or potential, such as a proposed cut that might activate a landslide. Mitigation of hazards may increase construction cost, but will reduce long-term costs to both property owners and the city.

Guiding Policy

A. Geologic hazards shall be mitigated or development shall be located away from geologic hazards in order to preserve life, protect property, and reasonably limit the financial risks to the City of Dublin and other public agencies that would result from damage to poorly located public facilities .

Implementation Policies (set forth in Sections 8.1.1 through 8.1.5 below)

8.1.1 STRUCTURAL AND GRADING REQUIREMENTS

A. All structures shall be designed to the standards delineated in the Uniform Building Code and Dublin grading ordinance. A "design earthquake" shall be established by an engineering geologist for each structure for which ground shaking is a significant design factor.

B. Structures intended for human occupancy shall be at least 50 feet from any active fault trace; freestanding garages and storage structures may be as close as 25 feet. These distances may be reduced based on adequate exploration to accurately locate the fault trace.

C. Generally, facilities should not be built astride potential rupture zones, although certain low-risk facilities may be considered. Critical facilities that must cross a fault, such as oil, gas, and water lines, should be designed to accommodate the maximum expected offset from fault rupture. Site specific evaluations should determine the maximum credible offset.

8.1.2 REQUIRED GEOTECHNICAL ANALYSES

A. A preliminary geologic hazards report must be prepared for all subdivisions. Any other facility that could create a geologic hazard, such as a road or a building on hillside terrain, must also have such a study. Each of the hazards described in the Seismic Safety and Safety Element must be evaluated. This hazard analysis shall be prepared by a registered engineering geologist .

B. Detailed geologic studies will be required at the tentative subdivision map stage for all projects within the Landslide Hazard Area Boundary on the Geologic Hazards and Constraints map, and for other proposed projects if the preliminary investigation indicates a potential geologic hazard. Proposals for mitigation should be included at this stage. The detailed analysis for projects in the Landslide Hazard Area Boundary must consider:

1. Cumulative effect of new development on a partially developed slide;
2. Effects of septic leach systems, garden watering, and altered drainage patterns;
3. Impact of a maximum credible earthquake;
4. Where applicable, passage of the Calaveras Fault through or under landslide deposits;
5. Debris flow and other downslope hazards (especially common east of Dublin). Care must be taken not to locate structures in the path of potential debris flows.
6. Where published maps identify or show "ancient" or Quaternary slides on sites of proposed development, their stability must be analyzed, and effects of the proposed development on the area's stability must be evaluated by a soils engineer.

C. If the preliminary report indicates liquefaction potential, an engineering analysis and design, if necessary, to mitigate liquefaction hazards, shall be required for all structures planned for human occupancy.

D. Evaluation for shrink-swell potential shall be included with all soils reports and design recommendations formulated where the potential is present. These analyses and recommendations shall include public streets and utilities, in order to reduce future public repair costs.

E. A fault rupture evaluation, as outlined by the State of California for Special Studies Zones (Alquist-Priolo Act), shall be required for all development within the Revised Special Studies Zones as shown on the Geologic Hazards and Constraints map. The fault rupture evaluation should be conducted after building sites are specifically defined. Sites situated outside of this zone but within the Preliminary Zones (Slossen, 1973) shall be evaluated if proposed for multifamily dwellings or for public or recreational facilities.

F. Any changes in grading or building design that would be significantly affected by geologic hazards or soils conditions, or in turn would significantly alter geologic or soils conditions, shall be accompanied by a re-analysis of

those conditions. In addition, any conditions discovered during excavation or grading that significantly depart from the previously described geologic and soils setting shall be evaluated.

8.1.3 EXISTING STRUCTURES

- A. Post-earthquake or damage reconstruction of existing structures shall be permitted only if mitigating factors are incorporated.

8.1.4 DATA REVIEW AND COLLECTION

- A. A procedure to review all required reports and data shall be established with the Alameda County Geologist or a consulting engineering geologist shall be retained as reviewer. This individual shall participate in the review process from the earliest proposal stage to completion of the project.
- B. A file of all geologic and soils reports and grading plans shall be maintained as reference material for future planning and design on each site as well as on adjacent sites.
- C. City and developer shall endeavor to fully disclose hazards to present and future occupants and property owners.

8.1.5 EARTHQUAKE RESPONSE PLAN

- A. In 1978 Alameda County adopted an Earthquake Response Directive to be incorporated in the County Emergency Operations Plan (updated March 1980). The directive applies fully to the unincorporated area and to eight contract cities. Dublin will adopt its own multi-hazard response plan.
- B. The City will prepare a route plan for evacuation of Dublin in the event of a major seismic event.

8.2 SAFETY

Policies relating to landslides, a significant geologic hazard, are included in the seismic safety element, although not all slides are likely to be induced by earthquakes. Fire, flood, and hazardous materials are the remaining safety concerns addressed in the General Plan.

8.2.1 EMERGENCY PREPAREDNESS GUIDING POLICY

- A. Develop an emergency preparedness plan in coordination with other public agencies.

8.2.2 FIRE HAZARD AND FIRE PROTECTION

Dougherty Regional Fire Authority (DRFA) serves as the fire department for the City of Dublin and as such provides all fire prevention, fire protection and First Responder Emergency Medical Services within the City.

For fire protection, the Authority requires 1,500 gallons per minute for two hours, which equates to 180,000 gallons. Dublin San Ramon Services District (DSRSD) supplies water to the City of Dublin. Currently (1992), the District has a

capacity of 10,500 gallons per minute. On a peak day, 5,250 gallons per minute is used for domestic purposes, leaving 3,750 gallons per minute for fire fighting or other uses. According to the Fire Authority, there has been sufficient water to accommodate fire calls in the City of Dublin (personal communication, Harold Ritter, former Fire Chief, Dougherty Regional Fire Authority, January 23, 1992).

Steep, inaccessible slopes and brush create a high fire hazard in the western hills. DRFA will need to modernize its fleet and make staffing adjustments to protect development in the extended planning area. For projects that are constructed outside a fire station service area and/or interface with open space, certain built-in fire protection measures will be necessary.

Guiding Policy

- A. Require special precautions against fire as a condition of development approval in the western hills outside the primary planning area.

Implementing Policies

- B. A fire protection buffer zone shall be provided around the perimeter of residential development situated adjacent to undeveloped open space land.
- C. Enact a high hazard ordinance specifying sprinklers for all habitable structures beyond five minutes response time from a station.
- D. Continue to enforce the City's Fire Safe Roof and Spark Arrestor ordinances.

Guiding Policies - Extended Planning Area

- E. Prepare and implement a plan for facilities and personnel at one or more fire stations east of Tassajara Road, as a condition of development approval in the Eastern Extended Planning Area.
- F. For development in the vicinity of Schaefer Ranch Road, fire sprinklers and other measures shall be provided in proposed structures as conditions of approval, in lieu of fire station improvements. However, it is the City's intent that a full fire station shall be provided in the Western Extended Planning Area before any substantial development proceeds beyond the general vicinity of Schaefer Ranch Road. A fire station site shall be reserved in the general vicinity of Schaefer Ranch Road near Interstate 580.

8.2.3 FLOODING

Figure 8-2 delineates flood prone areas in the existing City limits. The areas shown identify the 100 and 500 year flood zones. Since this map was published, the City has implemented some downstream improvements, and the map will ultimately be amended by the Flood Emergency Management Agency. No 100 year or 500 year flood zones have been identified in the Western Extended Planning Area.

Most of the areas in the 100 year flood plain have been built upon. Any new construction in flood prone areas is required to construct the floor above the floodplain level, per the requirements of the City Public Works Department.

Flooding has not been a major problem in Dublin. In 1983, heavy storms carried debris down from the western hills, blocking drains and causing flooding of backyards and several homes in the Silvergate area. Drains were cleaned, and the situation was alleviated.

Some channel improvements were made in the Scarlett Court area in 1983, and improvements were also implemented along Alamo Creek, adjacent to Dougherty Road. There are currently (as of January 1992) no major flood improvement projects needed or planned for the City of Dublin.

Guiding Policy

A. Regulate development in hill areas to minimize runoff by preserving woodlands and riparian vegetation. Retain creek channels with ample right-of-way for maintenance and for maximum anticipated flow.

Implementing Policies (See also Conservation Element policies)

B. Require dedication of broad stream corridors as a condition of subdivision or other development approval.

C. Protect riparian vegetation and prohibit removal of woodlands wherever possible. Replant vegetation according to the standards in the Eastern Dublin Specific Plan or other applicable standards (see also General Plan Guiding Policy 3.1.A).

D. Require drainage studies of entire small watersheds and assurance that appropriate mitigation measures will be completed as needed prior to approval of development in the extended planning area.

E. Continue to participate in the Federal Emergency Management Agency's (FEMA) flood insurance program.

F. Prepare an annual update of flood prone areas and related issues and present to the City Council for their information and appropriate action, if any.

8.2.4 HAZARDOUS MATERIALS

Hazardous materials are transported on the freeways and some are used by Dublin industries. DSRSD, Fire Department and the Dublin Police Department form the City's hazardous materials team.

Guiding Policy

A. Maintain and enhance ability to regulate use, transport, and storage of hazardous materials and to quickly identify substances and take appropriate action during emergencies.

Implementing Policies

B. Consider formation of a hazardous materials team consisting of specially trained personnel from all Tri-Valley public safety agencies.

C. Implement the Alameda County Hazardous Waste Management Plan, when it is approved by the State.

D. Adopt an ordinance to regulate handling, transport, and storage of hazardous materials and hazardous waste.

Dublin General Plan



0 1 mile

Geologic Hazards and Constraints

Extended Planning Area

-  Slopes 30% and Greater
-  Landslide Hazard Area Boundary
Detailed Geologic Investigation Required
- Earthquake Fault Zones**
 -  Preliminary Special Studies Zones (1973)
 -  Alquist-Priolo Special Studies Zones (1982)

Amended April 2002

FIGURE 8-2

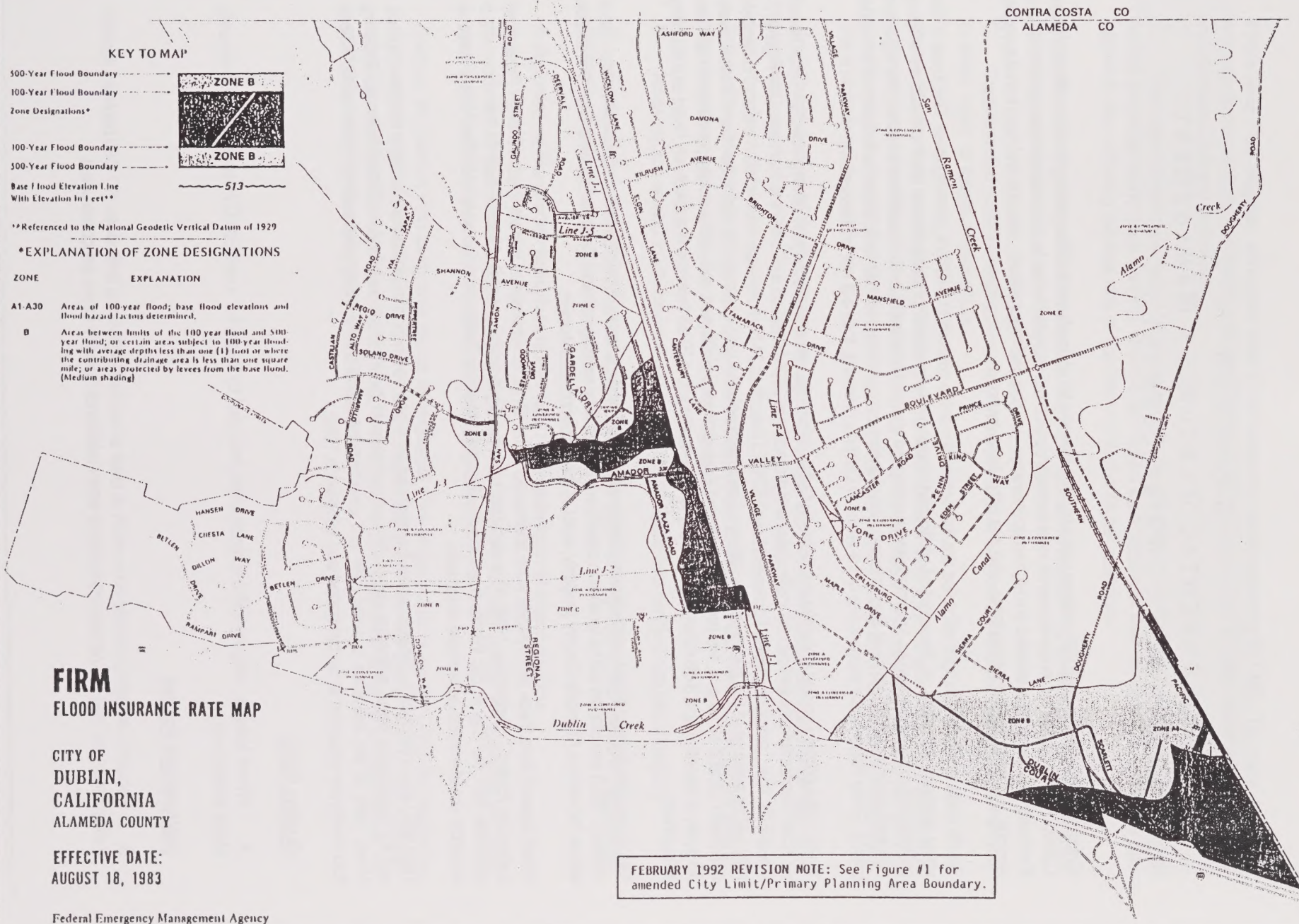


Figure 8-2

CHAPTER 9

ENVIRONMENTAL RESOURCES MANAGEMENT: NOISE ELEMENT

Government Code sec. 65302(f) outlines statutory requirements for noise elements. Recognizing the State Office of Noise Control (ONC) guidelines, noise elements must quantify current and projected noise levels for local noise sources. Among the noise sources to be evaluated are highways, freeways, arterials and major streets, railroads and rapid transit systems, airports and heliports, industrial plants, and any other local sources.

Traffic noise and potential light rail noise are the only major noise sources in Dublin's planning area. The focus of this noise element, therefore, is the effect of traffic and transit noise on locating categories of land use and developing projects within those categories. Information supporting the adopted noise policies is located in the corresponding Noise Element section of the Technical Supplement. The planning area contains no railroads, airports, heliports or industrial plants. Since these noise sources are not a factor in Dublin's planning, they are not addressed.

Traffic is the primary source of continuous noise in Dublin. Noise exposure contours have been plotted for 1983 (based on noise measurements and current traffic data) and projected to 2005 based on traffic volume increases (see Figures 9-1 and 9-2). The Community Noise Equivalent Level (CNEL) described 24-hour average noise levels measured in decibels (dB) taking account of the increased sensitivity of people to noise during evening and nighttime hours. Sound levels between 7:00 and 10:00 p.m. are penalized 5 dB and those between 10:00 p.m. and 7:00 a.m. are penalized 10 dB. The dB scale is logarithmic; a 3 dB difference normally is discernable and a 10 dB increase is subjectively heard as a doubling in loudness.

The other potential significant noise source is the two proposed BART stations. Based on best available information (as of January 1992) one station will be located in downtown Dublin, near existing commercial development. The other station will be located on Alameda County property, west of the Hacienda interchange.

Noise impacts from these two stations were addressed in the "Draft Environmental Impact Report Dublin / Pleasanton Extension Project," September 1989. This document was certified on February 8, 1990. A copy of this document is available from the City Public Works Department. No areas near the Dublin stations were identified where noise or vibration would exceed acceptable standards.

The Land Use Compatibility Table provides the basis for decisions on location of land uses in relation to noise sources, and for determining noise mitigation needs. For noise issues in the Western and Eastern Dublin Extended Planning Areas, refer to the individual specific plan and environmental documents being prepared for these areas. These documents are expected to be completed and adopted in 1992.

Guiding Policy

- A. Where feasible, mitigate traffic noise to levels indicated by Table 9.1: Land Use Compatibility for Community Noise Environments.

Implementing Policies

- B. Request Caltrans to provide noise walls at least seven feet high along both sides of 1-680 between Amador Valley Boulevard and the Alcosta interchange when additional freeway lanes are constructed.

Future noise, if not mitigated, will subject about 2,700 residents to levels exceeding 65 CNEL. The noise wall would reduce noise by 10 dB, making this the most cost-effective noise reduction project in Dublin. Actual wall height would be determined during project design.

C. Encourage homeowners west of San Ramon Road who are affected by 1-580 noise to construct noise barriers on their properties where these would be effective and require such barriers for new development. This policy also applies to sites adjoining the west side of San Ramon Road at higher elevations.

Where the noise source is below the receptors, only barriers near the receptor will be effective. About 5 dB noise reduction could be achieved.

D. Support unified action by residential owners on the east side of San Ramon Road and along Village Parkway to install, repair, or extend noise barriers.

Much of this frontage was developed before effective noise barriers were required as a condition of subdivision approval. Because construction for a single lot is costly, relatively ineffective, and potentially unattractive, the City should assist in the formation of assessment districts or otherwise promote group action where there is consensus that a problem exists.

E. Design Dougherty Road improvements and adjoining residential development for compliance with noise standards.

This corridor offers the opportunity to do it right the first time without continuous walls. Berms, open space, garages near the road, and noise-conscious site planning can be used.

F. Noise impacts related to all new development shall be analyzed by a certified acoustic consultant.

G. Request demonstration of ability to mitigate noise prior to approval of light rail or bus service in the Southern Pacific Right-of-Way Transportation Corridor.

A depressed rail line or noise walls close to the tracks could make light rail a good neighbor.

H. Review all multi-family development proposals within the projected 60 CNEL contour for compliance with noise standards (45 CNEL in any habitable room) as required by State law.

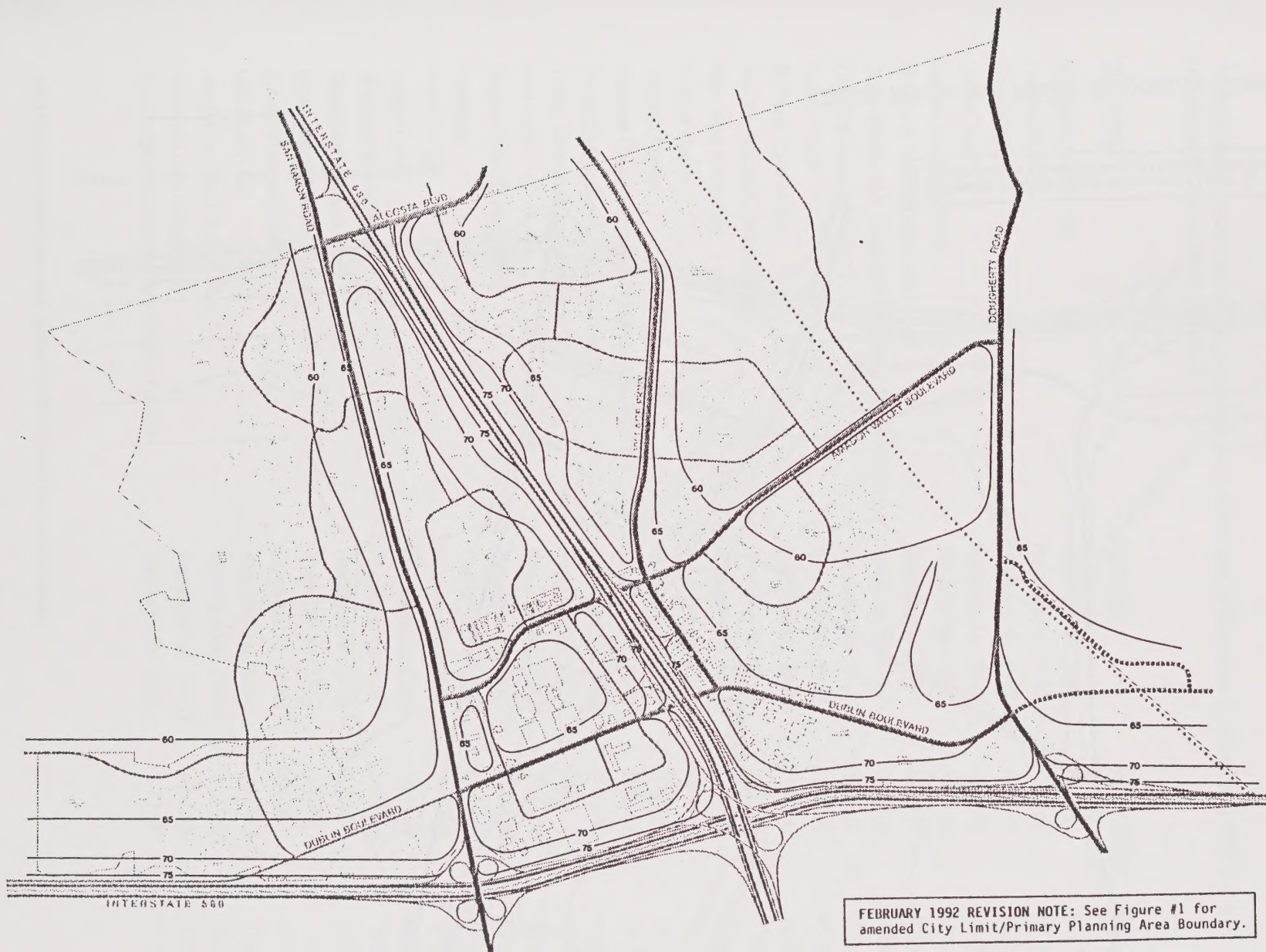
Because the General Plan designates almost all residential sites subject to 60 or greater CNEL for multifamily development, this standard will be effective in Dublin. Project designers may use one or more of four available categories of mitigation measures: site planning, architectural layout (bedrooms away from noise source, for example), noise barriers, or construction modifications.

TABLE 9.1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS
COMMUNITY NOISE EXPOSURE (dB)

<u>Land Use Category</u>	<u>Normally Acceptable</u>	<u>Conditionally Acceptable (Noise Insulation) Features Required</u>	<u>Normally Unacceptable</u>	<u>Clearly Unacceptable</u>
Residential	60 or less	60 - 70	70 - 75	Over 75
Motels, hotels 60 or less	60 - 70	70 - 80	Over 80	
Schools, churches, nursing homes 60 or less	60 - 70	70 - 80	Over 80	
Neighborhood parks	60 or less	60 - 65	65 - 70	Over 70
Offices: retail commercial	70 or less	70 - 75	75 - 80	Over 80
Industrial	70 or less	70 - 75	Over 75	

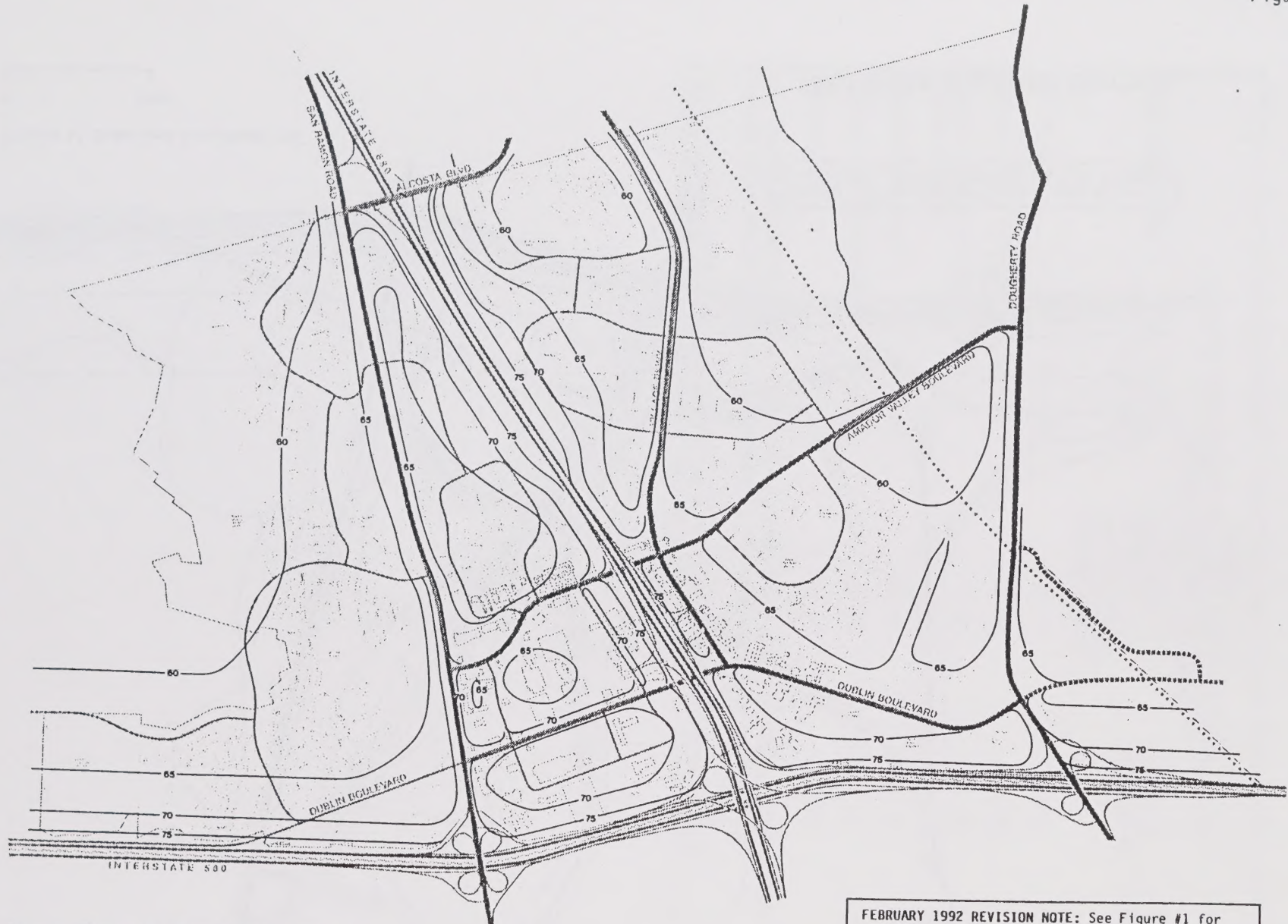
Conditionally acceptable exposure requires noise insulation features in building design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: California Office of Noise Control, 1976, as modified by Charles M. Salter Associates, Inc.



Source: Charles M. Salter and Associates, Inc.

1983 Noise Exposure Contours



Source: Charles M. Salter and Associates, Inc.

FEBRUARY 1992 REVISION NOTE: See Figure #1 for amended City Limit/Primary Planning Area Boundary.

2005 Projected Noise Exposure Contours

Figure 9-2

APPENDIX A: GENERAL PLAN AMENDMENTS

The following amendments have been made to the Dublin General Plan since its adoption in 1985 and are incorporated in this updated document.

<u>Amendment</u>	<u>Approval</u>	<u>Date Adopted</u>	<u>GP updated</u>
Downtown Specific Plan	Resolution No. 55-87	07-21-87	10-26-99
Hansen Hill Ranch	Resolution No. 21-89	02-27-89	10-26-99
Civic Center	Resolution No. 81-89	06-26-89	10-26-99
Donlan Canyon	Resolution No. 98-89	08-14-89	10-26-99
Revised Housing Element	Resolution No. 74-90	06-11-90	10-26-99
Dougherty Regional Fire District	Resolution No. 86-91	08-26-91	10-26-99
Dublin Meadows/JL Construction (Housing Element Revision)	Resolution No. 92-91	09-09-91	10-26-99
Technical Revisions	Resolution No. 115-92	09-14-92	10-26-99
Eastern Dublin	Resolution No. 53-93	05-10-93	10-26-99
BJ Dublin Commercial	Resolution No. 128-93	11-22-93	10-26-99
Hansen Ranch/CA Pacific Homes	Resolution No. 55-95	06-13-95	10-26-99
Arlen Ness Enterprises	Resolution No. 126-95	10-24-95	10-26-99
Trumark Homes	Resolution No. 49-96	05-14-96	10-26-99
Schaefer Ranch	Resolution No. 77-96	07-09-96	10-26-99
Alameda County Hazardous Waste Management Plan	Resolution No. 86-96	07-23-96	10-26-99
Eastern Dublin, Surplus Property Authority	Resolution No. 124-96	10-15-96	10-26-99
Traffic, Tri-Valley Model Amendments	Resolution No. 77-97	06-17-97	10-26-99
Park Sierra	Resolution No. 132-97	11-4-97	11-5-02
Eastern Dublin/Dublin Ranch	Resolution No. 140-97	11-18-97	10-26-99
Casterson	Resolution No. 53-98	05-05-98	10-26-99
Elevation Cap	Resolution No. 114-98	07-07-98	10-26-99
Eastern Dublin	Resolution No. 127-98	08-04-98	10-26-99
All Aboard Mini-Storage	Resolution No. 56-99	04-06-99	10-26-99
Greenbrier/Tassajara Creek	Resolution No. 32-00	3-7-00	11-5-02
Dublin Ranch Areas F, G, and H	Resolution No. 35-00	3-7-00	11-5-02
Corrie Center and Sybase	Resolution No. 90-00	6-6-00	11-5-02
Urban Limit Line	Resolution No. 209-00	12-04-00	11-5-02
West Dublin BART Specific Plan	Resolution No. 228-00	12-19-00	11-5-02
Downtown Core Specific Plan	Resolution No. 230-00	12-19-00	11-5-02
Eastern Extended Planning Area/Doolan Canyon	Resolution No. 66-02	5-21-02	11-5-02

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